APPENDIX K

POTENTIAL NEIGHBORHOOD IMPACTS

FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

Date: September 12, 2005

To: Amanda Olekszulin, EDAW

Copies to: Dave Pitton, City of Santa Clara
Bob Hencken, Summerhill Homes

From: Sue DeBorde, P.E.
Sohrab Rashid, P.E.

Subject: ***BAREC Reuse Project – Potential Neighborhood Impacts (Revised)***

1035-634

The traffic analysis contained in the administrative draft EIR discusses the impacts of the proposed residential project in terms of roadway capacity and concludes that the project would have a less-than-significant impact to the adjacent street system. The purpose of the neighborhood analysis is to focus on whether the increase in traffic volumes due to the project constitutes a "livability" impact. This memorandum summarizes our findings and conclusions regarding potential neighborhood impacts. First, the existing and projected traffic volumes on the nearby neighborhood streets are presented followed by an overview of volume thresholds for residential streets used by other jurisdictions. Then, our recommendations for Santa Clara are discussed with our conclusions regarding neighborhood impacts of the BAREC Reuse Project.

Existing and Future Traffic Volumes

Study Roadways

The study area for the neighborhood impact analysis is bounded by Pruneridge Avenue on the north, Stevens Creek Boulevard on the south, Cypress Avenue on the west, and Winchester Boulevard on the east. The streets that comprise the potential routes for project traffic traveling through the neighborhood to access the site were selected to be included in this analysis. Fehr & Peers conducted travel time runs to identify these routes. Since the greatest potential for traveling through the neighborhood is during the evening when Winchester Boulevard and Stevens Creek Boulevard carry the highest volumes, the travel time runs focused on the PM peak hour. New counts conducted in August 2005. The daily roadway volume count sheets are attached.

Existing Volumes

Existing 24-hour traffic volumes representing an average weekday are summarized in Table 1 and illustrated on Figure 1. Pineview Drive, Crestview Drive, Jill Avenue, and Fernwood Avenue all carry 250 or fewer vehicles per day (vpd) on an average weekday. The daily volumes on Henry Avenue (Pruneridge to Forest) and Cecil Avenue are 321 and 478 vpd, respectively. With one exception, the volume on the remaining study segments varies between 560 and 995 vpd. Cypress Avenue between Forest Avenue and Cecil Avenue carries the highest volume at 2,037 vpd.

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Table 1

Existing Daily Traffic Volumes

Street	Location	Traffic Volume (vehicles per day)
Forest Ave.	Jill to Winchester	860
	Henry to Pineview	842
	Douglane to Westridge	995
Fernwood Ave.	Winchester to Jill	199
Jill Ave.	Pruneridge to Forest	217
Crestview Dr.	Pruneridge to Forest	168
Pineview Dr.	Pruneridge to Forest	214
Henry Ave.	Pruneridge to Forest	321
	Dorcich to Cecil	755
Dorcich St.	Henry to Cecil	560
Cecil Ave.	Henry to Dorcich	478
Cypress Ave.	Forest to Cecil	2,037

Source: City of Santa Clara and Fehr & Peers Associates, Inc., 2005

Project Trip Assignment

The daily and PM peak-hour project trip generation estimates and the trip distribution pattern were obtained from the BAREC Re-Use Project TIA (dated October 2005). The project evaluated in the TIA includes 120 single-family homes on a 10-acre site and 165 senior housing units on a 6-acre site. The proposed project is estimated to generate 2,159 daily trips and 170 PM peak-hour trips (106 inbound and 64 outbound). In addition to this project, an optional development scenario was evaluated in the TIA. This scenario includes 120 single-family homes on the 10-acre site and 90 single-family homes on the 6-acre site. The optional development scenario is estimated to generate 2,169 daily trips and 226 PM peak-hour trips (145 inbound and 81 outbound).

The project trips approaching the site from the west on Stevens Creek Boulevard and on Pruneridge Avenue and departing from the site to westbound Stevens Creek where assigned to the roadway network in the study area to reflect the potential use of neighborhood streets. The trip assignments were developed based on the peak-period travel time surveys and a field review. The results of the travel time surveys indicated that there is not a substantial time savings by using alternate travel routes through the neighborhood versus using the more direct arterial routes. Furthermore, during non-peak hours, congestion on the arterials is less than during the PM commute period. Travel times on the arterial routes are likely to be improved during other hours of the day because: (1) these routes are more direct; (2) less vehicle queuing at signalized intersections creates more right-turn-on-red opportunities; and (3) actuated traffic signals at major intersections run on shorter cycle lengths when traffic demand is lower resulting in lower delays. Based on these results, the analysis assumes a conservatively high usage of neighborhood streets (40 to 50 percent during the PM peak hour and 10 percent over the course of an entire day).

The estimated trip assignment is presented on Figure 2a for the proposed project with the existing signal configurations at the Winchester Boulevard/Forest Avenue intersection (i.e., the primary project access is added as the west leg of the southern Forest Avenue intersection). Figure 2b illustrates the trip assignment for the optional development scenario.

Traffic Volumes Added by Proposed Project

The estimated PM peak-hour and daily traffic volumes added to the neighborhood streets by the proposed BAREC Re-Use Project are summarized in Table 2a. With the existing design of the

Winchester Boulevard/Forest Avenue intersection, the greatest projected increase in traffic occurs on the segment of Forest Avenue between Winchester Boulevard and Jill Avenue. During the PM peak hour, the projected increase on this segment is 11 one-way vehicle trips or, on average, less than one vehicle every five minutes. The increase in daily traffic on this segment is 25 one-way vehicle trips. The overall number of project trips traveling through the neighborhood is 15 PM peak-hour trips and 38 daily trips.

Table 2a

Potential Net-Added Project Traffic by Roadway Segment

Roadway Segment	With BAREC Project and Current Winchester/Forest Intersection Design		With BAREC Project and Modified Winchester/Forest Intersection Design [1]	
	PM Peak Hour	Daily	PM Peak Hour	Daily
Cypress – Pruneridge to Forest	0	0	0	0
Cypress – Forest to Stevens Creek	+2	+6	+2	+6
Henry – Pruneridge to Forest	+0	+2	+0	+2
Henry – Forest to Dorcich	+4	+6	+10	+67
Henry – Dorcich to Cecil	+6	+13	+6	+13
Henry - Cecil to Stevens Creek	+8	+19	+8	+19
Pineview – Pruneridge to Forest	0	+2	0	+8
Crestview - Pruneridge to Forest	+2	+3	+3	+15
Jill - Pruneridge to Fernwood	+3	+6	+5	+24
Jill - Fernwood to Forest	+3	+6	+8	+51
Fernwood – Jill to Winchester	0	0	+5	+49
Forest – Cypress to Henry	+2	+6	+2	+6
Forest - Henry to Pineview	+6	+14	0	-47
Forest - Pineview to Crestview	+6	+16	-2	-76
Forest - Crestview to Jill	+8	+19	-3	-114
Forest - Jill to Winchester	+11	+25	-4	-142
Dorcich – Henry to Cecil	+2	+7	+8	+63
Dorcich – Cecil to Winchester	+4	+13	+10	+74
Cecil – Henry to Dorcich	+2	+6	+2	+6

Notes: [1] Includes redirection of existing neighborhood traffic due to intersection modification.

The estimated PM peak-hour and daily traffic volumes added to the neighborhood streets by the optional development scenario are summarized in Table 2b. With the existing design of the Winchester Boulevard/Forest Avenue intersection, the greatest projected increase in traffic occurs on the segment of Forest Avenue between Winchester Boulevard and Jill Avenue. During the PM peak hour, the projected increase on this segment is 15 one-way vehicle trips or, on average, one vehicle every four minutes. The increase in daily traffic on this segment is 26 one-way vehicle trips. The overall number of project trips traveling through the neighborhood is 20 PM peak-hour trips and 39 daily trips.

Table 2b

Potential Net-Added Optional Development Scenario Traffic by Roadway Segment

Roadway Segment	With Optional Development and Current Winchester/Forest Intersection Design		With Optional Development and Modified Winchester/Forest Intersection Design [1]	
	PM Peak Hour	Daily	PM Peak Hour	Daily
Cypress – Pruneridge to Forest	0	0	0	0
Cypress – Forest to Stevens Creek	+3	+6	+3	+6
Henry – Pruneridge to Forest	+0	+2	+0	+2
Henry – Forest to Dorcich	+5	+7	+11	+68
Henry – Dorcich to Cecil	+8	+14	+8	+14
Henry - Cecil to Stevens Creek	+10	+20	+10	+20
Pineview – Pruneridge to Forest	+1	+2	+1	+8
Crestview - Pruneridge to Forest	+2	+3	+3	+15
Jill - Pruneridge to Fernwood	+4	+6	+6	+24
Jill - Fernwood to Forest	+4	+6	+9	+51
Fernwood – Jill to Winchester	0	0	+5	+49
Forest – Cypress to Henry	+3	+6	+3	+6
Forest - Henry to Pineview	+8	+15	+2	-46
Forest - Pineview to Crestview	+9	+17	+1	-75
Forest - Crestview to Jill	+11	+20	0	-113
Forest - Jill to Winchester	+15	+26	0	-141
Dorcich – Henry to Cecil	+3	+7	+9	+63
Dorcich – Cecil to Winchester	+5	+13	+11	+74
Cecil – Henry to Dorcich	+2	+6	+2	+6

Notes: [1] Includes redirection of existing neighborhood traffic due to intersection modification.

Winchester Boulevard/Forest Avenue Intersection Modification

In order to improve site access and reduce possible driver confusion, the BAREC Re-Use Project TIA recommended the modification of the Forest Avenue/Winchester Boulevard intersection. This modification was recommended for both the proposed project and for the optional development scenario. The modification would add the project driveway to the existing signalized intersection and restrict the intersection of the west leg of Forest Avenue with Winchester Boulevard to right turns only. This modification would re-distribute existing traffic in the northeastern portion of the neighborhood. For example, residents on Forest Avenue between Henry Avenue and Winchester Boulevard and residents on Jill Avenue, Pineview Drive, and Crestview Drive would no longer be able to turn left at Forest Avenue from Winchester Boulevard. They would have to enter the neighborhood via four other paths:

- Using Stevens Creek Boulevard turning right onto Henry Avenue, or
- Turning left onto Dorcich Drive and then right on Henry Avenue; or
- Turning left onto Fernwood Avenue and then left on Jill Avenue to get to Forest Avenue, or

- Turning left onto Pruneridge Avenue and then turning left onto Jill Avenue, Pineview Drive, or Crestview Drive.

Similarly, traffic exiting the neighborhood that turns left from eastbound Forest Avenue to Winchester Boulevard would be diverted to Fernwood Avenue, Jill Avenue, Pineview Drive, and Crestview Drive. The modification would not affect the BAREC project trip assignment since no vehicles are projected to turn left into the neighborhood from Winchester Boulevard.

During the PM peak hour, 19 vehicles would be diverted to other routes due to the intersection modification. Based on available machine counts in study area, it is estimated that the PM peak hour represents nine percent of the daily traffic volume. Therefore, approximately 211 daily trips would be diverted to other routes. Traffic diversion was estimated based on the proportional locations of homes in the study area that are likely to be accessed from the Winchester Boulevard/Forest Avenue intersection and an estimate that 20 percent of the northbound left-turn volume at this intersection is destined for locations west of Henry Avenue. Traffic was redirected to Dorcich Street, Henry Avenue, Fernwood Avenue, Jill Avenue, Crestview Drive and Pineview Drive. The changes in traffic volumes with the BAREC project and the Forest Avenue/Winchester Boulevard intersection modification are also shown in Table 2a, while the changes with the modification and the optional development scenario are presented in Table 2b. Figure 3a illustrates the changes in traffic volumes with the proposed Winchester Boulevard/Forest Avenue modification and the proposed project, and Figure 4a graphs the change in peak hour and daily volume on each of the street segments with each configuration. The changes in traffic volumes with the optional development scenario and the Winchester Boulevard/Forest Avenue modification are presented on Figures 3b and 4b.

The Winchester Boulevard/Forest Avenue intersection modification will result in a volume reduction on Forest Avenue between Henry Avenue and Winchester Boulevard since vehicles will be diverted to the neighborhood entry and exit paths described above. Thus, fewer vehicles will be using certain segments of Forest Avenue. With the proposed project, the anticipated reduction is zero to four vehicle trips during the PM peak hour and 50 to 140 daily vehicle trips. The greatest total increase in PM peak-hour traffic volume is projected to be 10 one-way vehicle trips (on average, one vehicle every six minutes) and to occur on Henry Avenue between Forest Avenue and Dorcich Avenue and on Dorcich Street between Winchester Boulevard and Cecil Avenue. The greatest daily increase (74 one-way vehicle trips) is projected to occur on Dorcich Street between Cecil Avenue and Winchester Boulevard.

Under the optional development scenario, the project site is projected to generate more PM peak hour trips than the proposed project. As a result, the optional development scenario plus the Winchester Boulevard/Forest Avenue intersection modification is projected to increase PM peak hour traffic on segments of Forest Avenue by zero to two peak hour trips. On a daily basis, however, the effect is similar to the proposed project, with reductions of 50 to 140 vehicles expected. On the remainder of the neighborhood streets, the results are also similar to those with the proposed project. The greatest total increase in PM peak-hour traffic volume is projected to be 11 one-way vehicle trips (on average, one vehicle every 5.5 minutes) and to occur on Henry Avenue between Forest Avenue and Dorcich Avenue and on Dorcich Street between Winchester Boulevard and Cecil Avenue. The greatest daily increase (74 one-way vehicle trips) is projected to occur on Dorcich Street between Cecil Avenue and Winchester Boulevard.

It is important to note that the traffic volume increases that occur on some neighborhood streets with the Winchester Boulevard/Forest Avenue intersection modification reflect redirection of existing neighborhood traffic on Forest Avenue to other streets in the neighborhood, not the addition of *new* vehicles trips from the BAREC project or the optional development scenario. In fact, the modification

reduces overall traffic volumes in the neighborhood by shifting some trips to Pruneridge Avenue. Vehicles exiting the BAREC project and traveling northbound on Winchester Boulevard will not turn left into the neighborhood in order to get to Pruneridge Avenue west of Cypress Avenue and points west.

The projected change in peak-hour traffic with the proposed project and with or without the Forest Avenue/Winchester Boulevard modification is less than 11 vehicles on any segment in a one-hour period. Under the optional development scenario, up to 15 vehicles are projected to be added to any one segment during the PM peak-hour. These volumes are considered negligible. Therefore, daily volumes were used to identify potential traffic impacts on neighborhood streets.

Total Daily Volume with Proposed Project

Using the information in Tables 1, 2a, and 2b, the estimated absolute change was added to the existing daily volumes and the percent change in traffic on each of the study street segments was calculated. In some cases, the highest project-added volume on a street was used even if the existing count location did not correspond to the exact segment, resulting in a more conservative estimate. The results of this exercise are presented in Tables 3a and 3b, which include the changes with both the existing and modified Forest Avenue/Winchester Boulevard configurations. Figures 5a and 5b show the existing and future traffic volumes for all of the study street segments including volumes with the proposed Forest Avenue/Winchester Boulevard modification. Figures 6a and 6b present the total volume on each segment with and without the project in graph form for conditions with the proposed project and with the optional development scenario, respectively.

Table 3a

Change in Total Daily Traffic Volumes with BAREC Project

Street	Location	Existing Volume (vpd)[1]	With BAREC and Existing Forest Access			With BAREC and Modified Forest Access		
			Added (vpd)	Total (vpd)	% Change	Added (vpd)	Total (vpd)	% Change
Forest Ave.	Jill to Winchester	860	25	558	2.9%	-142	713	-16.5%
	Henry to Pineview	842	14	856	1.7%	-47	795	-5.6%
	Henry to Cypress	995	6	1,001	0.6%	6	1,001	0.6%
Fernwood Ave.	Winchester to Jill	199	0	199	0.0%	49	248	24.6%
Jill Ave.	Pruneridge to Forest	217	6	223	2.8%	51	268	23.5%
Crestview Dr.	Pruneridge to Forest	168	3	171	1.8%	15	183	8.9%
Pineview Dr.	Pruneridge to Forest	214	2	216	0.9%	8	222	3.7%
Henry Ave.	Pruneridge to Forest	321	2	323	0.6%	2	323	0.6%
	Forest to Cecil	755	13	768	1.7%	67	822	8.9%
Dorcich St.	Henry to Winchester	560	13	573	2.3%	74	634	13.2%
Cecil Ave.	Henry to Dorcich	478	6	484	1.3%	6	484	1.3%
Cypress Ave.	Forest to Cecil	2,037	6	2,043	0.3%	6	2,043	0.3%

Note: [1] vpd = vehicles per day

Table 3b

Change in Total Daily Traffic Volumes with Optional Development Scenario

Street	Location	Existing Volume (vpd)[1]	With Optional Development and Existing Forest Access			With Optional Development and Modified Forest Access		
			Added (vpd)	Total (vpd)	% Change	Added (vpd)	Total (vpd)	% Change
Forest Ave.	Jill to Winchester	860	26	886	3.0%	-141	719	-16.4%
	Henry to Pineview	842	15	857	1.8%	-46	796	-5.5%
	Henry to Cypress	995	6	1,001	0.6%	6	1,001	0.6%
Fernwood Ave.	Winchester to Jill	199	0	199	0.0%	49	248	24.6%
Jill Ave.	Pruneridge to Forest	217	6	223	2.8%	51	268	23.5%
Crestview Dr.	Pruneridge to Forest	168	3	171	1.8%	15	183	8.9%
Pineview Dr.	Pruneridge to Forest	214	2	216	0.9%	8	222	3.7%
Henry Ave.	Pruneridge to Forest	321	2	323	0.6%	2	321	0.6%
	Forest to Cecil	755	14	769	1.9%	68	823	9.0%
Dorcich St.	Henry to Winchester	560	13	573	2.3%	74	634	13.2%
Cecil Ave.	Henry to Dorcich	478	6	484	1.3%	6	484	1.3%
Cypress Ave.	Forest to Cecil	2,037	6	2,043	0.3%	6	2,043	0.3%

Note: [1] vpd = vehicles per day

The daily traffic volumes on all segments except Cypress Avenue and Forest Avenue between Henry and Cypress would be less than 1,000 vpd with the BAREC project or the optional development scenario and with or without the Forest Avenue/Winchester Boulevard modification. The traffic volumes on Cypress Avenue and Forest Avenue would not exceed 2,800 vpd, the capacity of a residential collector street. (Cypress Avenue connects two arterials and is therefore classified as a residential collector street.) Without the Forest Avenue/Winchester Boulevard modification, the proposed project by itself would result in increases of zero to 2.9 percent in daily volume on all street segments where traffic would be added. The optional development scenario would result in increases of zero to 3.0 percent.

With the proposed project, restricting access to and from Forest Avenue west of Winchester Boulevard to right turns only is expected to result in a maximum increase of 74 trips or 13.2 percent on a daily basis on Dorcich Avenue. Traffic volumes on Forest Avenue between Henry Avenue and Winchester Boulevard are estimated to decrease by 47 to 142 vpd as vehicles find alternate paths to enter and exit the neighborhood. The segments with the greatest percent increase in existing volume with the Forest Avenue modification are Jill Avenue and Fernwood Avenue with estimated increases of 23.5% and 24.6%, respectively. These increases appear high due to the relatively low existing volumes, but the absolute increases are actually approximately 50 additional vehicles over the course of a 24-hour period. Based on existing counts, approximately 40 of these vehicles would be added to these segments between 7:00 am and 7:00 pm, which results in an average of 3.3 additional cars per hour or one additional car every 18 minutes.

Under the optional development scenario, restricting access to and from Forest Avenue west of Winchester Boulevard to right turns only will have similar results. The greatest increase in daily traffic is projected to be 74 trips or 13.2 percent on Dorcich Avenue. Traffic volumes on Forest Avenue between Henry Avenue and Winchester Boulevard are estimated to decrease by 46 to 141 vpd as vehicles find alternate paths to enter and exit the neighborhood. The segments with the greatest percent increase in existing volume with the Forest Avenue modification are Jill Avenue and Fernwood Avenue with estimated increases of 23.5% and 24.6%, respectively.

Overview of Volume Thresholds

The definition of an acceptable amount of traffic on a local residential street is subjective and depends upon many factors such as housing set-backs, street width, presence of on-street parking, location (downtown, suburbs, rural), and the connectivity of adjacent streets. Even two-lane local residential streets are physically capable of carrying volumes in excess of 7,000 vpd, where the constraint on capacity is typically the traffic control at each intersection (i.e., stop signs or signal). However, high volumes would cause excessive delays for vehicles backing out of driveways, would not provide a pleasant pedestrian experience, and would not typically represent a "livable" street.

There is no traffic engineering industry standard or guideline for a volume impact threshold (i.e., the amount of added traffic deemed to be a significant amount).

Currently, the City of Santa Clara does not have an adopted threshold for daily traffic volumes on local residential streets, nor does it have an adopted policy for impacts due to added volume. In lieu of adopted standards, City staff directed Fehr & Peers to conduct a review of traffic volume guidelines used in other communities to identify "livability thresholds" on residential collector and local streets, and to establish specific criteria for identifying potential traffic impacts of the proposed BAREC project.

By setting total volume and impact thresholds, a jurisdiction can determine the number of streets that potentially qualify for neighborhood traffic management (NTM)/traffic calming measures. Thus, a lower threshold would result in a greater number of streets that a city or county may have to address. In addition, these levels establish significance and may be used to determine impacts for purposes of adhering to California Environmental Quality Act (CEQA) guidelines. It is important to note that these thresholds could dictate the type of CEQA document prepared and could result in significant and unavoidable impacts if no reasonable mitigation measure can be identified to reduce the volume (e.g., mitigation would divert traffic to other streets, resulting in secondary impacts; neighborhood access would be insufficient).

Volume Thresholds in Other Jurisdictions

Numerous jurisdictions in Santa Clara County and throughout the country have formalized policies regarding neighborhood traffic management (NTM) or traffic calming. Although NTM often focuses on speeding problems, maintaining appropriate traffic volumes on residential streets is also addressed. In many cases, however, the NTM programs do not define specific volume thresholds for residential streets and do not identify criteria for establishing a significant increase in volume. Lastly, volume thresholds are often used as a guideline, but are not a strict policy for universal application, which provides for flexibility in addressing volume problems in various locations. A summary of the NTM policies or guidelines from various jurisdictions regarding residential street volumes is presented in Table 4.

The variation in the acceptable daily volume for a local residential street is illustrated in Table 4, where the maximum level ranges from 800 vpd to 3,000 vpd. In some cases, the volume that can be considered for NTM/traffic calming measures is less than the acceptable threshold (e.g., City of Palo Alto). The most consistent impact threshold is an increase of 150 vpd on a street.

Suggested Thresholds and Impact Criteria

Based on the information in Table 4 and Fehr & Peers' NTM/traffic calming experience with numerous communities, we suggest that the volume threshold of a local street be 1,500 vpd, and the

volume threshold of a residential collector street be 2,800 vpd. To identify substantial increases in traffic, a maximum volume increase of 150 vpd should be established, such that any increase above this level constitutes a significant impact. It should be noted that traffic volumes can vary between five and ten percent on certain streets from day to day. Accordingly, 150 vpd represents the upper limit of this range of variation for a local street with a volume threshold of 1,500 vpd (10% = 150 vpd).

Table 4
Summary of Residential Street Capacity and Impact Thresholds from Various Jurisdictions

Jurisdiction	Acceptable Volume Threshold	Impact Threshold	Explanation
Santa Clara County			
Los Altos	25% above calculated ITE volume	None	Volume is calculated based on the number of homes on street and likely feeder streets
Mountain View	25% above calculated ITE volume	None	Volume is calculated based on the number of homes on street and likely feeder streets
Palo Alto	2,500 vpd	< 150 vpd is acceptable; 25% increase up to 375 vpd max. on local street, 1,250 vpd increase on collectors	Volumes of 1,200 vpd for local streets and 4,000 vpd for collectors qualify for consideration of NTM measures
San Jose	50% higher than citywide average for a similar street	None	N/A
Sunnyvale	< 1,000 vpd	None	Considered normal volume level
Others in California			
Danville	1,500 vpd	150 vpd increase is acceptable, but no street should have an increase > 400 vpd	Impact thresholds address effects of traffic calming devices and not development projects
Hollister	1,200 vpd	None	Considered normal volume but may be higher depending on land uses, function, etc.
Menlo Park	1,500 vpd	25 vpd if existing volume is >1,350 vpd; 12.5% increase for 750 to 1,350 vpd; and 25% increase for <750 vpd	Need for analysis is determined by the Transportation Manager
Redwood City	3,000 vpd	150 vpd increase regardless of volume	N/A
Salinas	2,000 vpd for collectors 200 vehicles in peak hour	None	N/A
San Luis Obispo	3,000 vpd	None	N/A
San Buenaventura	800 vpd	None	Qualifies for NTM consideration
Out of State			
Chicago	1,000 vpd	None	Few complaints; increased complaints for volumes between 1,000 and 2,000 vpd
Portland	3,000 vpd	150 vpd increase is acceptable, but no street should have an increase > 400 vpd	Impact thresholds address effects of traffic calming devices and not development projects
Salem	800 vpd	> 25 during the peak hour	N/A
Sarasota	1,000 vpd	None	N/A

N/A = Not applicable.
Source: Fehr & Peers Associates, Inc, 2003 from corresponding websites and published neighborhood traffic management/traffic calming programs and guidelines or General Plan Circulation Elements.

Using the suggested thresholds, a proposed project would be determined to result in a significant neighborhood traffic impact if implementation of the project:

1) Causes the average weekday daily traffic volume to exceed 1,500 vpd on a local residential street or 2,800 vpd on a residential collector street; or

2) Increases the average weekday daily traffic volume by 150 vpd on any local or residential collector street, regardless of its existing volume.

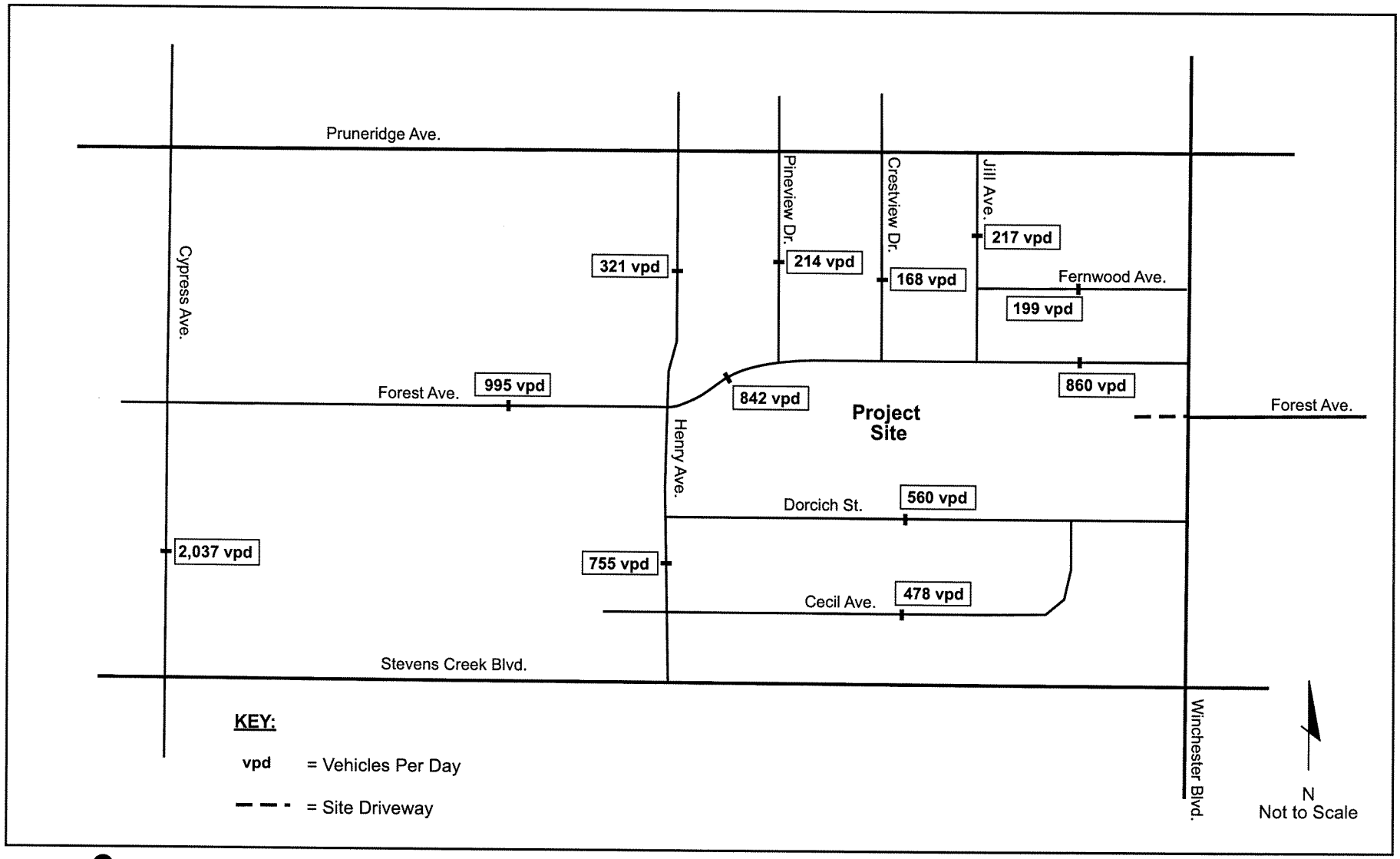
In some instances, the total volume threshold may be exceeded with the project and no significant impact occurs. As an example: a project adds 100 trips to a local street with an existing volume of 1,625 vpd. This would not result in a significant impact according to the criteria listed above because the 150 vpd increase threshold is not exceeded, even though the existing volume exceeds the 1,500 vpd total volume threshold.

It should be noted that a project generating a very small number of trips could result in an impact using this criteria. For example, if a development project added 25 vpd to a local street segment already serving 1,480 vpd, the resulting volume of 1,505 vpd would result in an impact. City staff should be permitted to employ judgment in the application of the thresholds in these cases.

Use of percentage increases to establish impacts can be misleading since the proportional change may be unrealistically magnified or diminished depending on the existing traffic volume. For example, an increase of 100 vpd on a street with an existing volume of 300 vpd is a 33% increase, which may appear to be excessive. However, the resulting traffic volume is well within the range of livability on a residential street and the increase in traffic would not likely to be perceived. On a higher volume street with 2,000 vpd, use of a 15% threshold would allow an increase of 300 vehicles. Fifteen percent may be a reasonable threshold since daily traffic can typically vary by between 5% and 10%.

Potential Neighborhood Impacts

The proposed BAREC project would not cause any of the streets to exceed their total volume threshold, and all increases in volume would be less than 150 vpd with or without the recommended modification to the Forest Avenue/Winchester Boulevard intersection. Similar results are projected for the optional development scenario. According to the suggested impact criteria, the proposed BAREC project would not result in any significant neighborhood impacts. Impacts of the optional development scenario would also be less than significant.



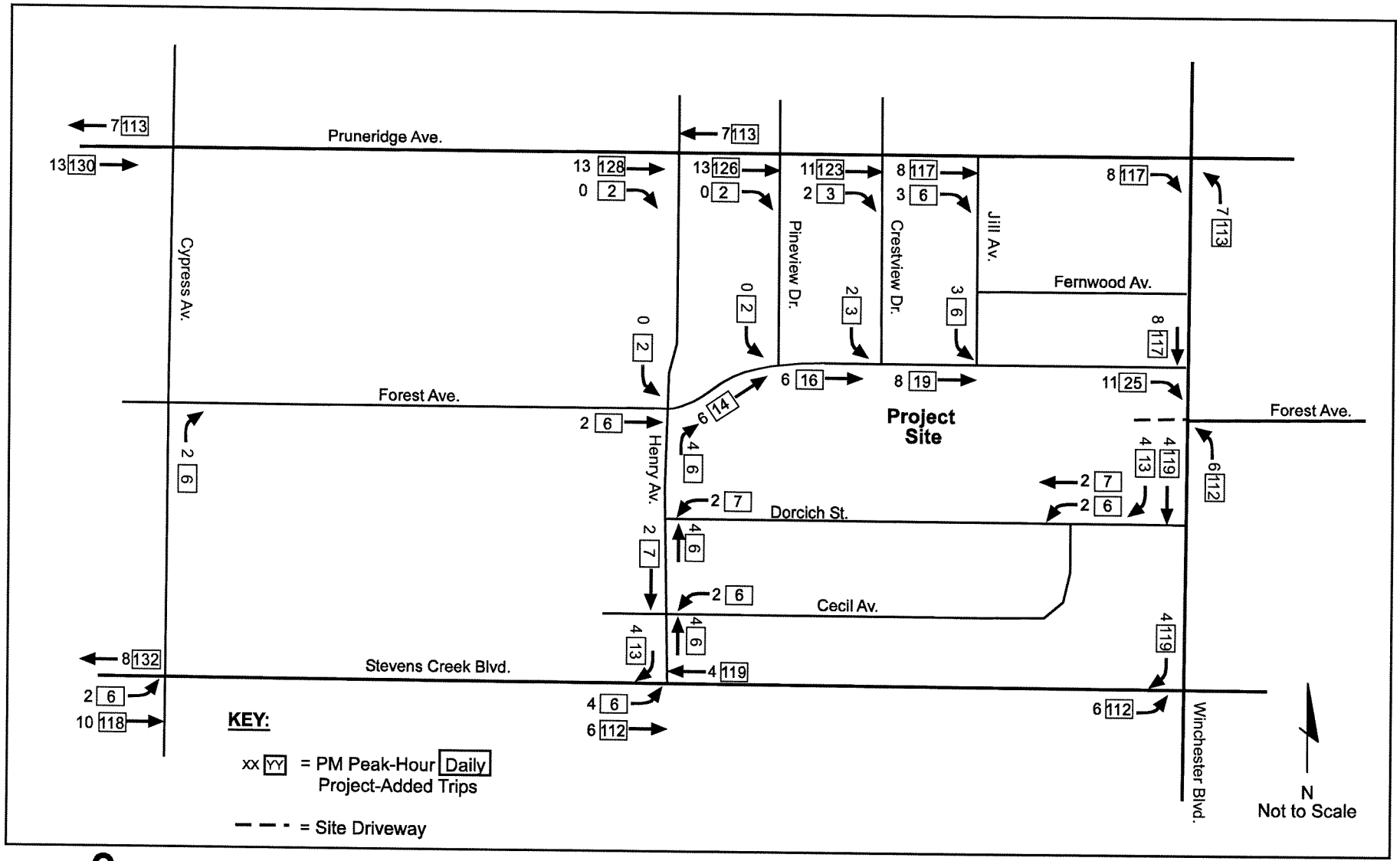
BAREC Neighborhood Study

FEHR & PEERS
TRANSPORTATION CONSULTANTS

March 2006
1035-634

EXISTING DAILY TRAFFIC VOLUMES

Figure 1

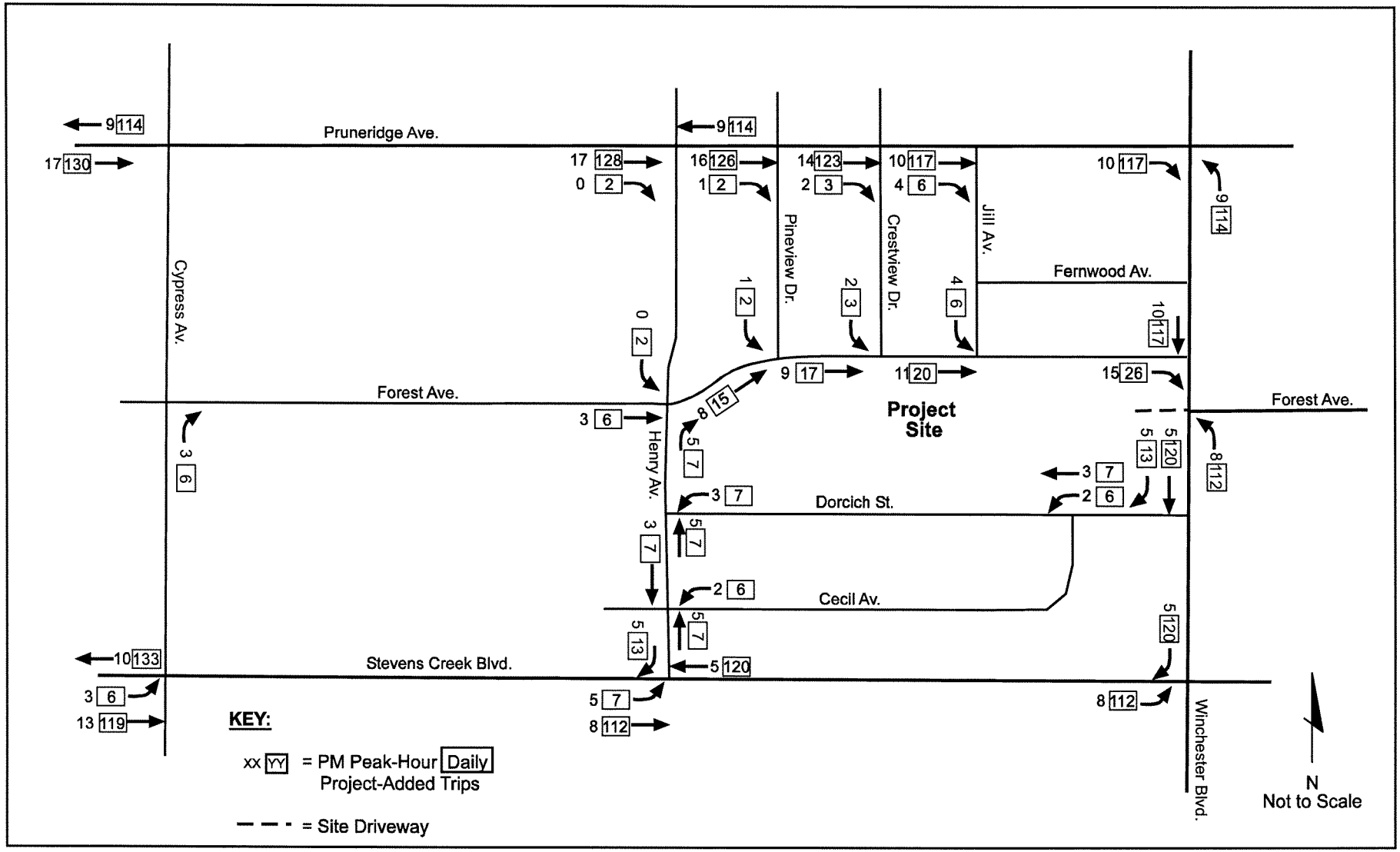


BAREC Neighborhood Study

FEHR & PEERS
TRANSPORTATION CONSULTANTS

April 2004
1035-634

PROJECT TRIP ASSIGNMENT
(120 SFD + 165 Senior Units)
Figure 2a



BAREC Neighborhood Study

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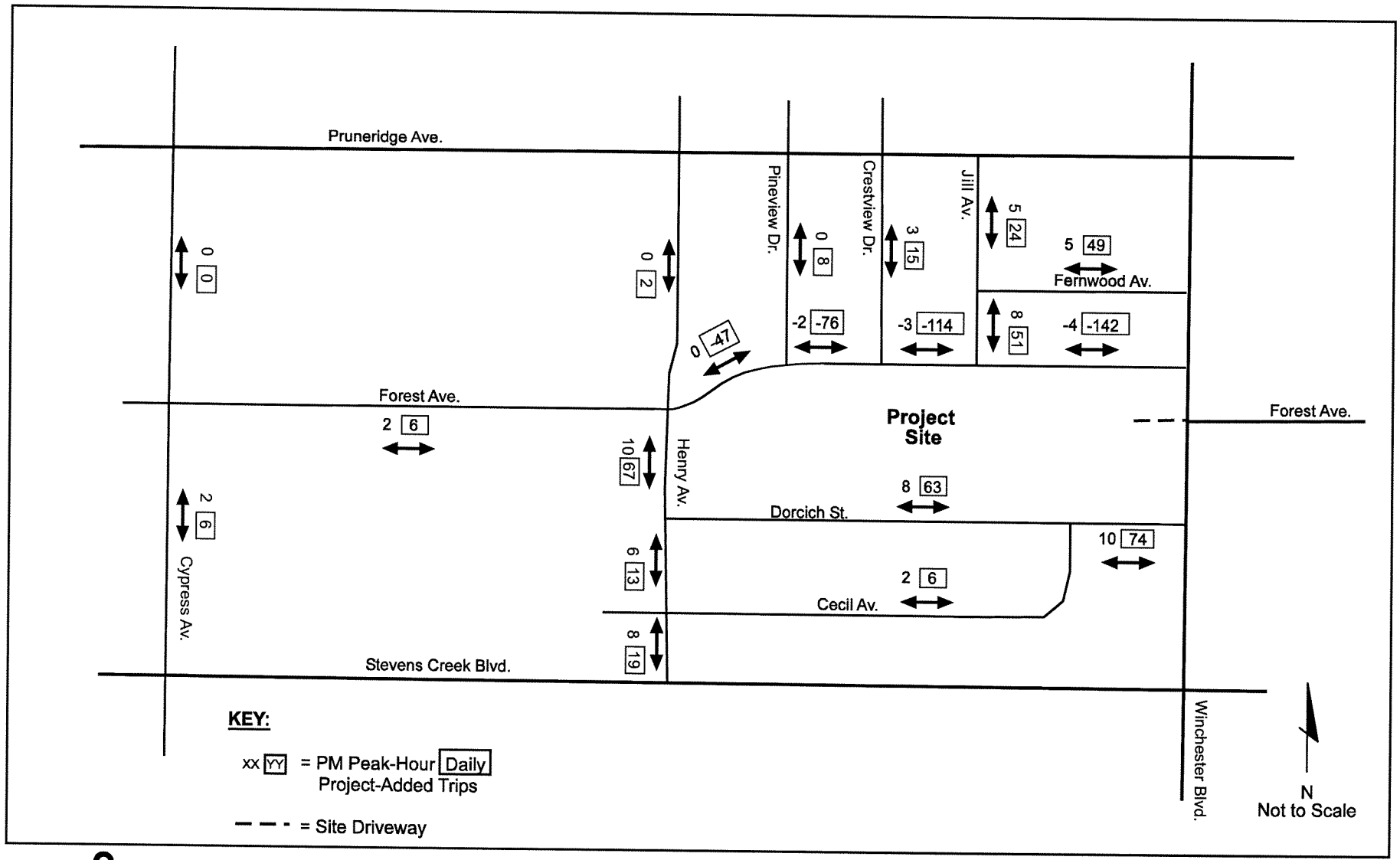
OPTIONAL DEVELOPMENT SCENARIO TRIP ASSIGNMENT (120 SFD + 90 SFD)

Figure 2b



BAREC Neighborhood Study

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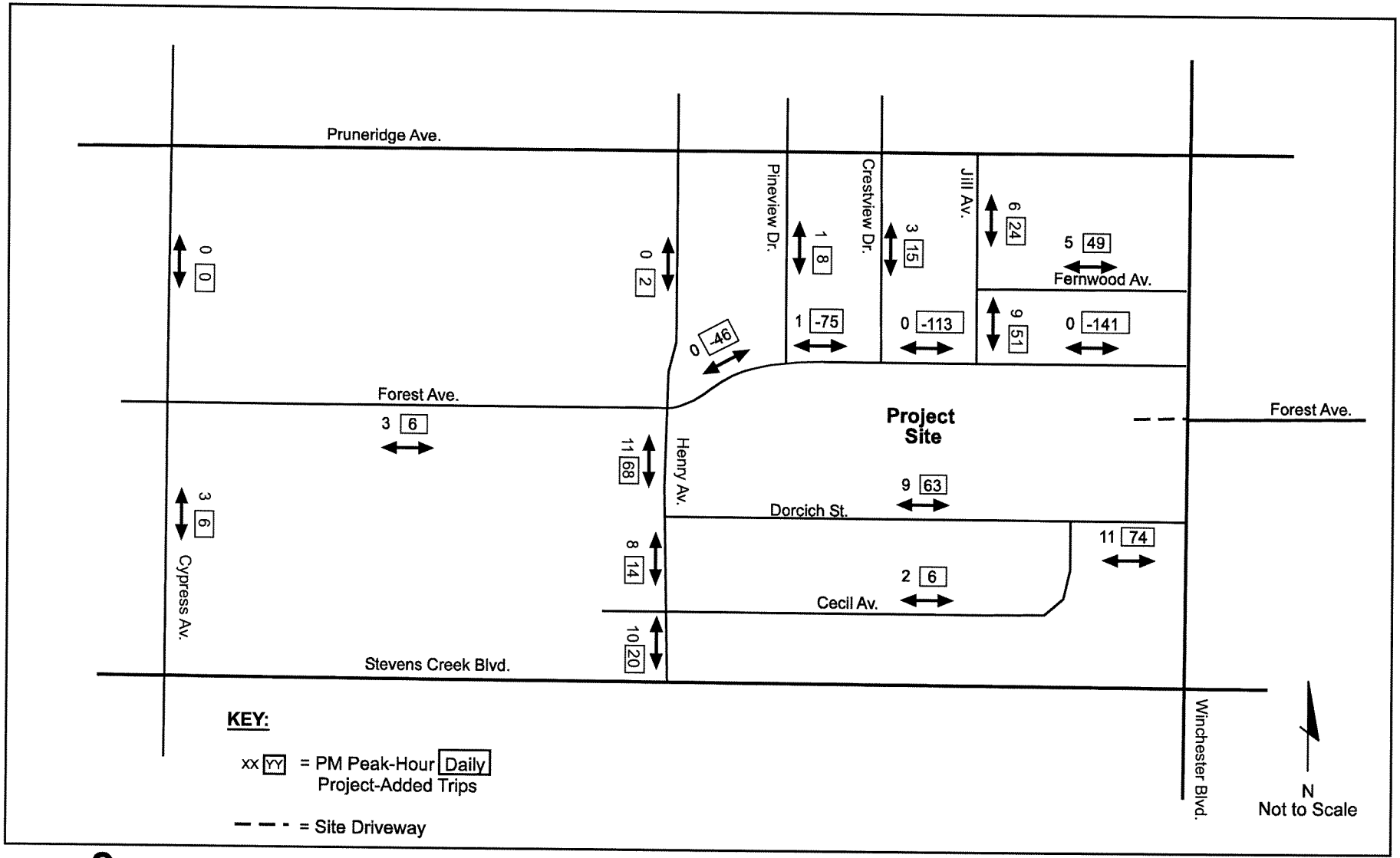
CHANGE IN VOLUME WITH PROJECT AND FOREST/WINCHESTER MODIFICATION

Figure 3a



BAREC Neighborhood Study

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1035-634

CHANGE IN VOLUME WITH OPTIONAL DEVELOPMENT SCENARIO AND FOREST/WINCHESTER MODIFICATION

Figure 3b

Figure 4a - Projected Change in Traffic Volume with BAREC Project

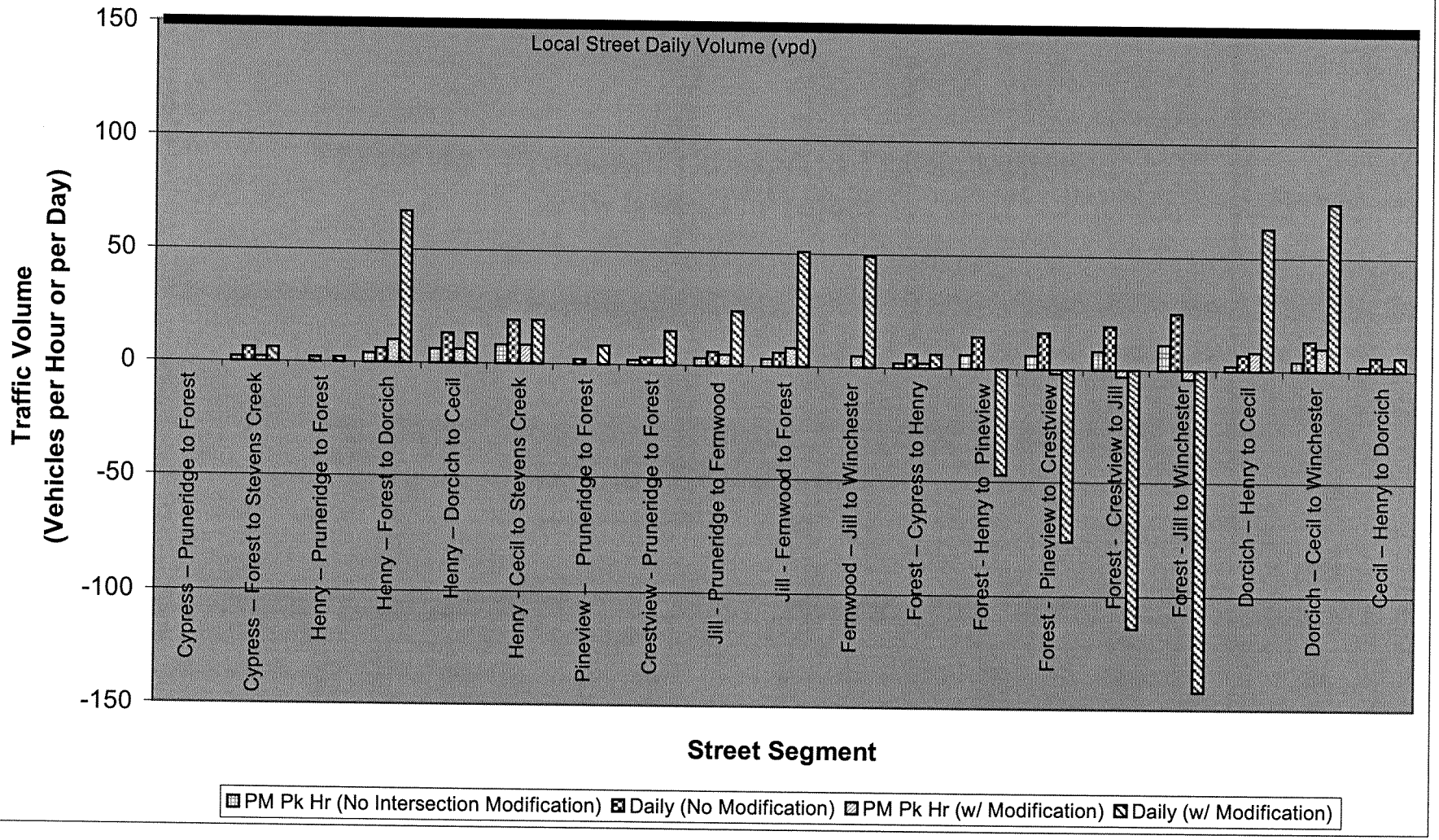
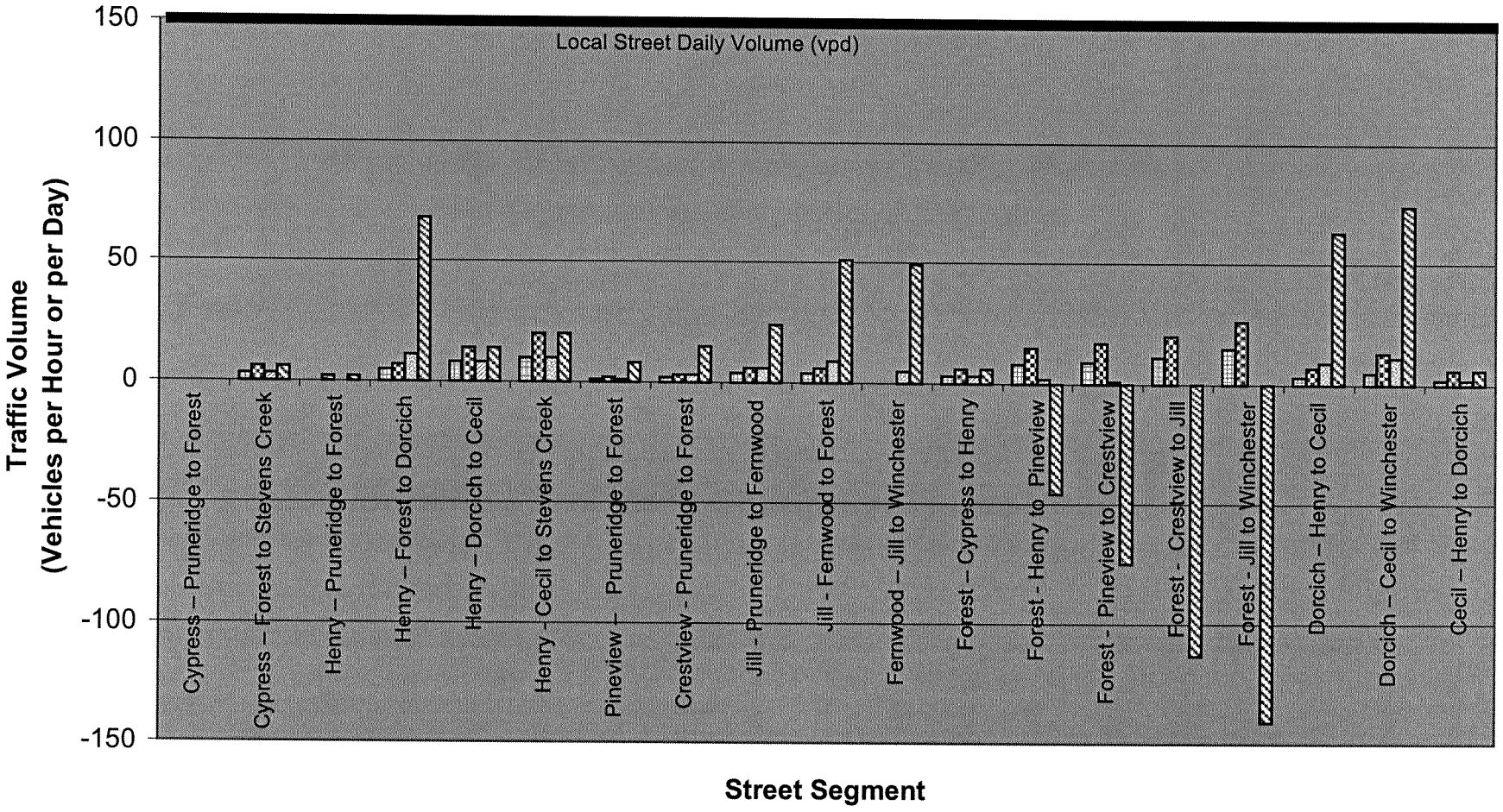
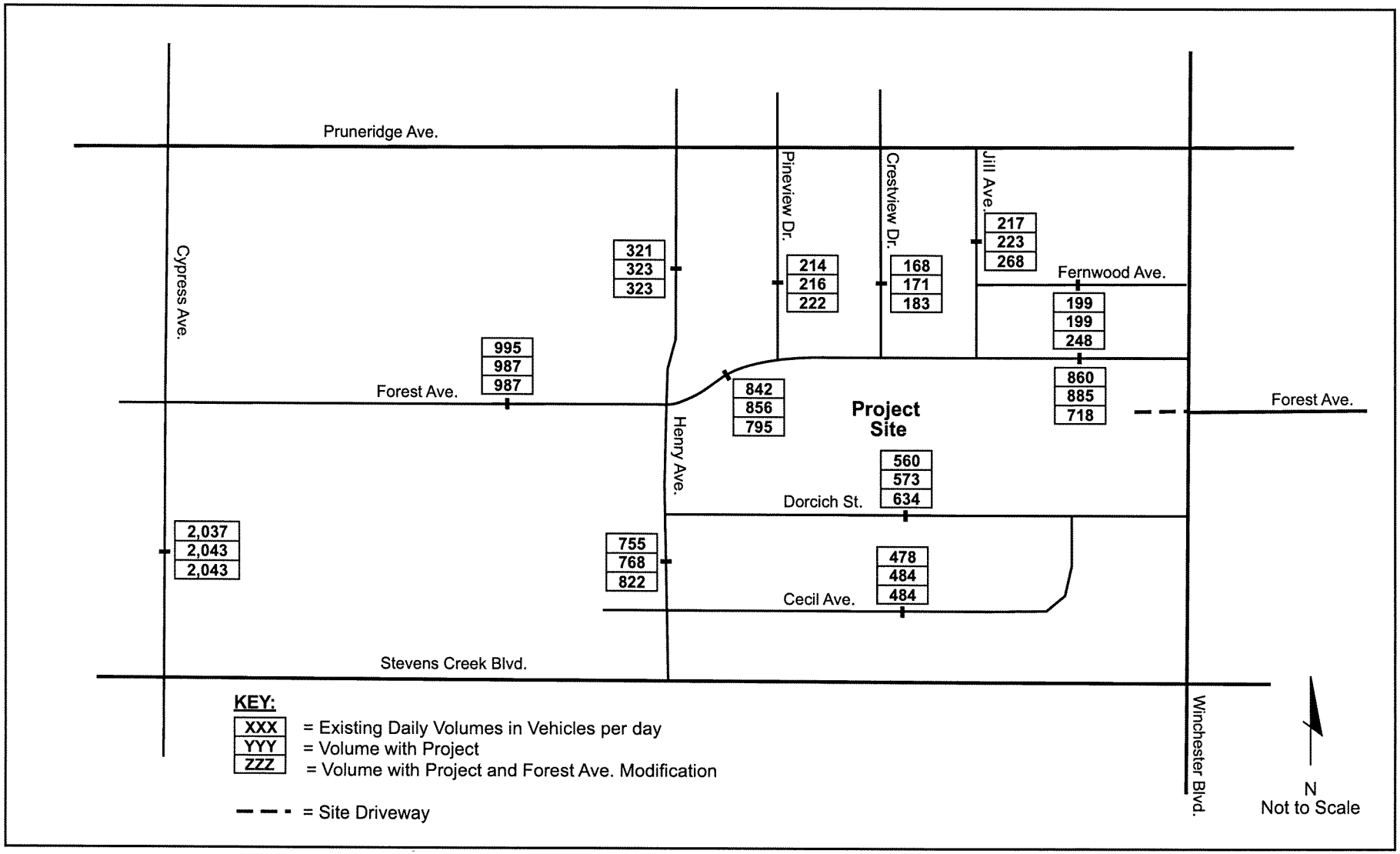


Figure 4b - Projected Change in Traffic Volume with Optional Development Scenario





BAREC Neighborhood Study

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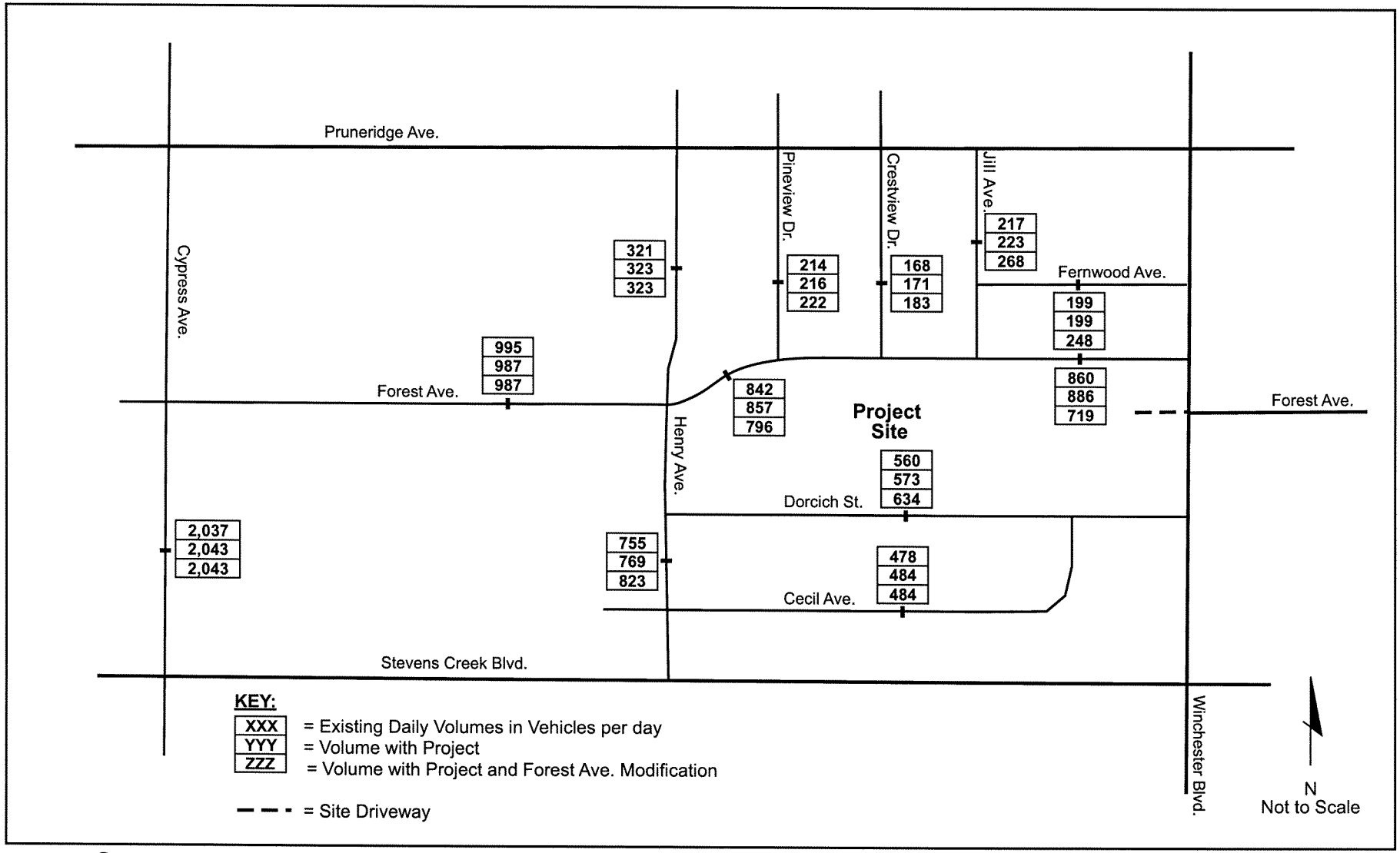
March 2006
1035-634

EXISTING AND PROJECTED DAILY TRAFFIC VOLUMES

Figure 5a



BAREC Neighborhood Study

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1035-634

EXISTING AND PROJECTED DAILY TRAFFIC VOLUMES WITH OPTIONAL DEVELOPMENT SCENARIO

Figure 5b

Figure 6a - Daily Traffic Volumes with BAREC Project

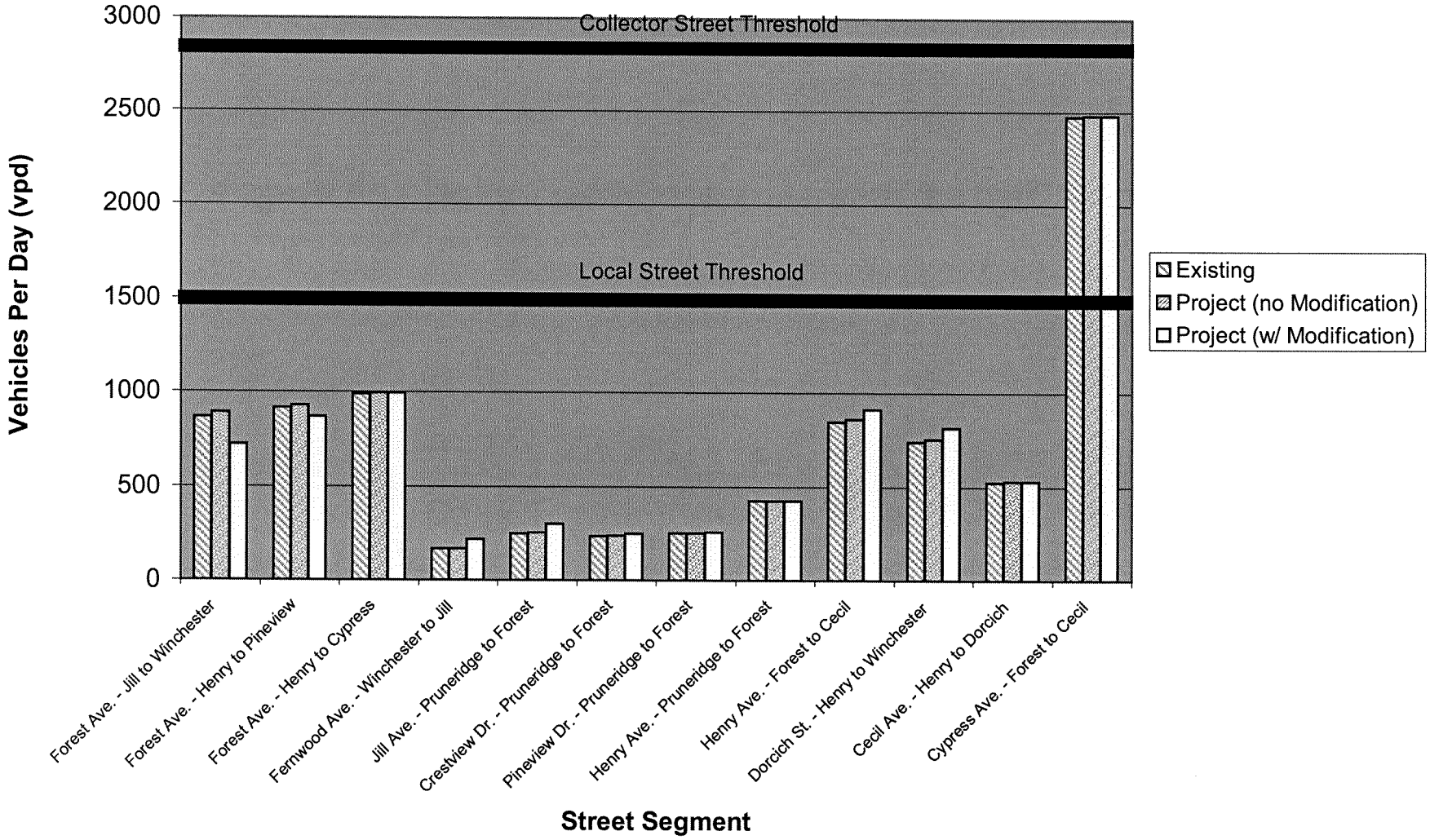
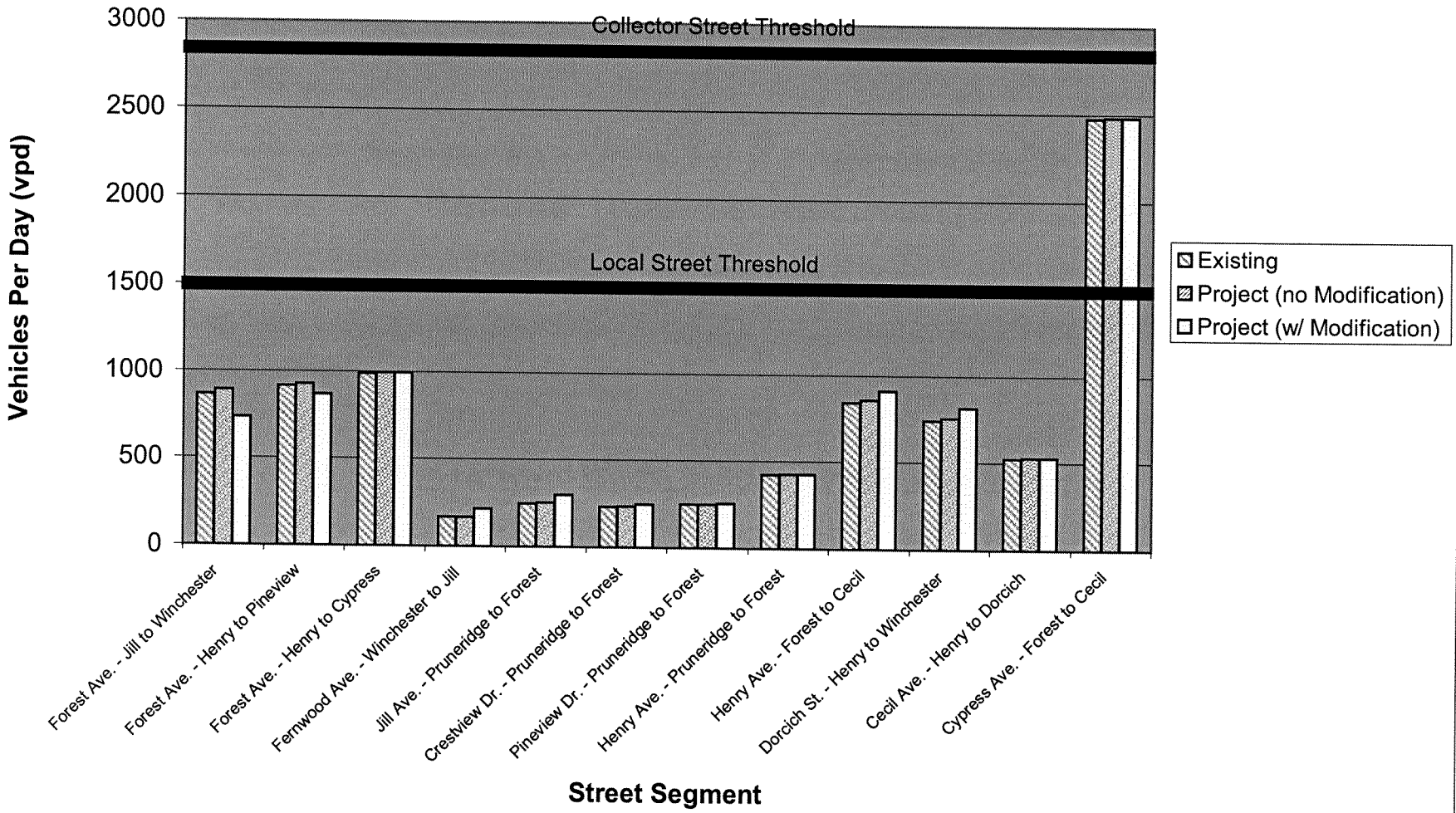


Figure 6b - Daily Traffic Volumes with Optional Development Scenario



Traffic Data Service
Vehicle Counts

VehicleCount-2036 -- English (enu)

Datasets:

Site:	**[1W] WB FOREST AVE: JILL TO WINCHESTER**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=372, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	1	1	0	8	8	24	21	22	26	32	22	29	35	29	35	34	12	18	14	7	1	
1	0	0	0	0	0	3	2	4	2	4	7	5	1	5	10	7	13	8	4	6	2	1	0	
0	0	0	1	0	0	0	1	3	7	3	4	13	5	6	13	8	6	7	2	1	4	1	1	1
0	0	0	0	0	0	2	2	10	5	8	6	6	11	5	8	7	12	14	4	7	3	3	0	0
0	1	0	0	1	0	3	3	7	7	7	9	8	5	4	4	7	4	5	2	4	5	2	0	0

AM Peak 1130 - 1230 (33), AM PHF=0.63 PM Peak 1645 - 1745 (38), PM PHF=0.73

*** Wednesday, August 31, 2005 - Total=400, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	0	0	1	0	5	13	13	26	19	24	18	35	23	29	30	46	34	29	28	11	9	4	
1	0	0	0	0	0	1	1	1	7	4	5	4	11	4	8	8	7	11	3	9	5	3	0	-
0	1	0	0	1	0	0	3	3	10	5	4	8	9	8	7	7	13	8	10	7	4	3	0	-
0	0	0	0	0	0	1	5	3	6	7	10	5	10	2	8	6	16	9	8	7	1	1	3	-
0	1	0	0	0	0	3	4	6	3	3	5	1	5	9	6	11	10	6	8	5	1	2	1	-

AM Peak 0845 - 0945 (29), AM PHF=0.72

Traffic Data Service
Vehicle Counts

VehicleCount-2037 -- English (enu)

Datasets:

Site:	**[1E] EB FOREST AVE: JILL TO WINCHESTER**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=458, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**5**	**0**	**1**	**1**	**3**	**10**	**38**	**39**	**32**	**30**	**20**	**25**	**35**	**26**	**36**	**27**	**34**	**36**	**26**	**16**	**9**	**4**	**3**	
1	1	0	0	0	1	0	5	11	8	11	8	4	13	3	8	5	9	7	4	4	2	3	1	3
0	1	0	0	0	0	3	8	9	6	8	4	10	5	6	14	4	8	7	8	5	5	0	2	2
1	0	0	0	1	1	2	8	8	11	5	2	5	12	2	6	8	6	9	7	2	1	0	0	1
0	3	0	1	0	1	5	17	11	7	6	6	6	5	15	8	10	11	13	7	4	1	1	0	0

AM Peak 0730 - 0830 (45), AM PHF=0.68 PM Peak 1445 - 1545 (43), PM PHF=0.72

*** Wednesday, August 31, 2005 - Total=489, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**0**	**0**	**4**	**3**	**11**	**46**	**38**	**27**	**27**	**22**	**27**	**36**	**39**	**29**	**35**	**36**	**37**	**29**	**10**	**7**	**5**	**4**	
3	1	0	0	0	1	1	12	14	8	8	5	7	10	10	6	7	8	9	9	5	3	1	3	-
2	1	0	0	1	1	2	8	10	4	11	4	9	5	8	6	9	14	8	3	1	1	2	0	-
1	0	0	0	2	1	4	13	5	8	6	6	3	11	9	7	9	3	8	6	4	2	1	1	-
0	1	0	0	1	0	4	13	9	7	2	7	8	10	12	10	10	13	12	11	2	1	1	0	-

AM Peak 0730 - 0830 (50), AM PHF=0.89

Traffic Data Service
Vehicle Counts

VehicleCount-2038 -- English (enu)

Datasets:

Site:	**[2W] WB FOREST AVE: HENRY TO PINEVIEW**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=373, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**0**	**0**	**1**	**0**	**6**	**16**	**24**	**14**	**21**	**24**	**28**	**23**	**26**	**29**	**27**	**44**	**38**	**16**	**16**	**9**	**3**	**3**	
1	1	0	0	0	0	2	2	5	1	4	9	**6**	2	9	8	4	**14**	10	3	5	2	0	2	1
1	2	0	0	0	0	1	3	4	4	5	4	**7**	4	4	8	7	**8**	9	7	2	3	0	1	1
0	0	0	0	0	0	1	5	9	3	5	5	**8**	13	4	8	6	**16**	12	5	4	1	2	0	0
0	0	0	0	1	0	2	6	6	6	6	6	7	4	9	5	**10**	6	7	1	5	3	1	0	0

AM Peak 1145 - 1245 (27), AM PHF=0.84 PM Peak 1645 - 1745 (48), PM PHF=0.75

*** Wednesday, August 31, 2005 - Total=424, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**0**	**0**	**0**	**1**	**2**	**20**	**18**	**29**	**17**	**24**	**27**	**37**	**30**	**24**	**32**	**40**	**41**	**31**	**25**	**9**	**10**	**4**	
1	0	0	0	0	1	1	3	5	6	5	4	5	10	3	5	8	6	15	8	8	4	2	1	-
1	1	0	0	0	0	0	2	5	**10**	3	6	6	13	11	6	7	11	12	8	8	2	3	0	-
0	0	0	0	0	0	0	6	4	**9**	3	8	8	5	4	7	6	12	8	9	4	0	3	3	-
0	0	0	0	0	0	1	9	**4**	4	6	6	8	9	12	6	11	11	6	6	5	3	2	0	-

AM Peak 0645 - 0945 (29), AM PHF=0.72

Traffic Data Service
Vehicle Counts

VehicleCount-2039 -- English (enu)

Datasets:

Site:	**[2E] EB FOREST AVE: HENRY TO PINEVIEW**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=453, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**5**	**0**	**0**	**0**	**1**	**9**	**23**	**35**	**27**	**17**	**27**	**27**	**32**	**29**	**32**	**39**	**37**	**46**	**25**	**20**	**11**	**4**	**4**	
1	1	0	0	0	0	0	4	8	7	3	15	6	8	3	9	12	12	13	7	4	3	1	2	3
0	1	0	0	0	0	4	3	8	5	6	3	8	5	7	8	7	8	6	5	8	3	2	2	1
1	1	0	0	0	1	2	5	5	8	2	3	6	12	8	7	6	8	12	9	4	4	0	0	1
1	2	0	0	0	0	3	11	14	7	4	6	7	7	11	8	12	9	15	4	4	1	1	0	0

AM Peak 0800 - 0900 (35), AM PHF=0.63 PM Peak 1800 - 1900 (46), PM PHF=0.77

*** Wednesday, August 31, 2005 - Total=433, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**1**	**0**	**0**	**1**	**1**	**7**	**25**	**31**	**30**	**21**	**23**	**27**	**31**	**38**	**29**	**33**	**30**	**34**	**30**	**19**	**10**	**3**	**4**	
3	1	0	0	0	0	1	7	12	8	1	5	6	7	11	7	6	10	9	5	6	2	1	3	-
1	0	0	0	0	0	1	3	7	6	11	4	9	4	9	6	10	6	8	6	6	3	1	0	-
1	0	0	0	1	0	2	8	4	6	5	7	4	10	9	8	9	2	7	10	2	4	0	1	-
0	0	0	0	0	1	3	7	8	10	2	7	8	10	9	8	8	12	10	9	5	1	1	0	-

AM Peak 0730 - 0830 (34), AM PHF=0.71

Traffic Data Service
Vehicle Counts

VehicleCount-2040 -- English (enu)

Datasets:

Site:	**[3W] WB FOREST AVE: DOUGLANE TO WESTRIDGE**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=462, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**1**	**0**	**2**	**1**	**4**	**24**	**26**	**10**	**24**	**29**	**37**	**32**	**32**	**28**	**33**	**55**	**48**	**23**	**22**	**15**	**3**	**1**	
1	1	1	0	0	1	1	5	5	0	3	9	7	7	8	8	6	**16**	14	4	5	3	0	0	1
1	1	0	0	0	0	1	6	5	3	5	3	**14**	8	5	7	7	**9**	10	9	6	6	1	1	1
0	0	0	0	1	0	0	4	8	9	4	6	7	12	8	9	9	**19**	12	4	6	3	2	0	0
0	0	0	0	1	0	2	9	8	6	12	**11**	9	5	11	4	**11**	11	22	6	5	3	0	0	0

AM Peak 1145 - 1245 (39), AM PHF=0.70 PM Peak 1645 - 1745 (55), PM PHF=0.72

*** Wednesday, August 31, 2005 - Total=530, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**1**	**1**	**0**	**1**	**2**	**26**	**25**	**33**	**17**	**34**	**35**	**48**	**43**	**29**	**35**	**57**	**42**	**35**	**32**	**13**	**13**	**6**	
1	0	1	1	0	1	0	3	7	4	4	5	**6**	14	12	7	10	11	14	8	7	4	2	1	-
1	0	0	0	0	0	0	5	7	10	2	9	**11**	17	17	8	9	16	12	9	8	4	3	3	-
0	0	0	0	0	0	0	9	6	10	3	**12**	10	4	5	7	6	17	7	10	9	2	4	2	-
0	0	0	0	0	0	2	9	5	9	8	**8**	8	13	15	7	10	13	9	8	9	3	4	0	-

AM Peak 1130 - 1230 (37), AM PHF=0.77

Traffic Data Service
Vehicle Counts

VehicleCount-2041 -- English (enu)

Datasets:

Site:	**[3E] EB FOREST AVE: DOUGLANE TO WESTRIDGE**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=476, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**6**	**2**	**1**	**1**	**1**	**11**	**21**	**40**	**28**	**23**	**29**	**33**	**32**	**37**	**32**	**38**	**41**	**43**	**21**	**20**	**10**	**3**	**1**	
1	2	1	1	1	1	1	7	8	**10**	6	11	11	9	6	6	10	11	**11**	7	6	5	1	1	2
0	1	0	0	0	0	5	2	**12**	5	7	3	14	4	13	10	5	8	**12**	4	7	2	1	0	1
0	1	0	0	0	0	3	4	**8**	9	5	3	4	10	7	9	14	**9**	9	5	5	3	0	0	1
1	2	1	0	0	0	2	8	**12**	4	5	12	4	9	11	7	9	**13**	11	5	2	0	1	0	1

AM Peak 0815 - 0915 (42), AM PHF=0.88 PM Peak 1730 - 1830 (45), PM PHF=0.87

*** Wednesday, August 31, 2005 - Total=521, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**1**	**1**	**1**	**1**	**3**	**9**	**25**	**32**	**30**	**25**	**31**	**36**	**41**	**33**	**34**	**50**	**46**	**40**	**25**	**22**	**15**	**8**	**7**	
2	1	1	0	0	1	1	8	9	7	4	8	8	8	15	5	9	13	14	5	7	6	2	2	-
1	0	0	1	0	0	2	3	8	6	8	7	**11**	9	5	9	15	12	7	6	5	5	1	2	-
1	0	0	0	0	0	1	5	6	7	9	**10**	7	11	6	11	9	7	7	8	3	1	3	3	-
1	0	0	0	1	2	5	9	9	10	4	**6**	10	13	7	9	17	14	12	6	7	3	2	0	-

AM Peak 1130 - 1230 (35), AM PHF=0.80

Traffic Data Service
Vehicle Counts

VehicleCount-2042 -- English (enu)

Datasets:

Site:	**[4W] WB FERNWOOD AVE: JILL TO WINCHESTER**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=118, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**2**	**0**	**5**	**2**	**3**	**2**	**5**	**4**	**8**	**6**	**9**	**8**	**10**	**11**	**14**	**7**	**8**	**3**	**3**	**6**	
1	0	0	0	0	0	1	1	1	2	0	0	3	3	1	3	1	5	4	1	1	1	1	1	1
0	0	0	0	1	0	2	0	2	0	2	3	4	2	4	2	3	3	5	3	5	1	2	3	1
0	0	0	0	1	0	0	1	0	0	2	1	1	0	1	0	3	3	2	1	2	1	0	0	1
0	0	0	1	0	0	2	0	0	0	1	0	0	1	3	3	3	0	3	2	0	0	0	2	0

AM Peak 1130 - 1230 (8), AM PHF=0.50 PM Peak 1615 - 1715 (14), PM PHF=0.70

*** Wednesday, August 31, 2005 - Total=121, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**0**	**1**	**0**	**1**	**0**	**2**	**8**	**1**	**5**	**4**	**3**	**11**	**5**	**3**	**11**	**12**	**15**	**17**	**6**	**5**	**3**	**2**	**3**	
1	0	1	0	0	0	0	3	0	1	0	0	3	0	0	3	4	1	7	2	0	0	0	2	-
1	0	0	0	1	0	0	2	1	0	2	2	1	1	0	3	2	4	2	0	4	1	1	1	-
1	0	0	0	0	0	2	1	0	2	0	1	2	2	0	2	5	5	4	1	0	0	1	0	-
0	0	0	0	0	0	0	2	0	2	2	0	5	2	3	3	1	5	4	3	1	2	0	0	-

AM Peak 0700 - 0800 (8), AM PHF=0.67

Traffic Data Service
Vehicle Counts

VehicleCount-2043 -- English (enu)

Datasets:

Site:	**[4E] EB FERNWOOD AVE: JILL TO WINCHESTER**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=81, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**3**	**2**	**4**	**6**	**6**	**3**	**1**	**6**	**4**	**1**	**6**	**6**	**6**	**5**	**6**	**6**	**5**	**1**	**2**	**1**	
0	0	0	1	1	0	1	1	1	1	0	2	1	0	0	0	2	4	2	4	0	1	2	0	0
0	0	0	0	0	2	2	3	3	0	1	1	2	0	3	1	2	0	2	1	4	0	0	1	0
0	0	0	0	0	0	0	1	1	1	0	1	0	1	2	2	2	1	1	1	0	0	0	0	0
0	0	0	0	2	0	1	1	1	1	0	2	1	0	2	3	0	0	1	0	1	0	0	0	0

AM Peak 0645 - 0745 (6), AM PHF=0.50 PM Peak 1630 - 1630 (9), PM PHF=0.75

*** Wednesday, August 31, 2005 - Total=77, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**2**	**2**	**2**	**5**	**6**	**3**	**6**	**4**	**3**	**4**	**8**	**3**	**4**	**5**	**6**	**8**	**2**	**0**	**2**	**1**	**0**	
0	0	0	0	0	0	1	1	1	2	1	1	0	1	0	0	0	2	2	2	0	0	0	0	-
0	0	0	1	1	1	0	1	1	1	1	1	3	1	1	4	1	2	2	0	0	1	1	0	-
0	0	1	0	0	1	1	2	0	3	0	0	0	3	1	0	1	1	1	0	0	1	0	0	-
0	0	0	1	1	0	3	2	1	0	2	1	1	3	1	0	3	1	3	0	0	0	0	0	-

AM Peak 0645 - 0745 (7), AM PHF=0.58

Traffic Data Service
Vehicle Counts

VehicleCount-2045 -- English (enu)

Datasets:

Site:	**[5N] NB JILL AVE: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=120, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**1**	**3**	**8**	**4**	**9**	**8**	**7**	**8**	**7**	**6**	**10**	**6**	**8**	**7**	**11**	**7**	**2**	**3**	**4**	**1**	
0	0	0	0	0	2	1	2	2	2	2	2	1	2	1	4	1	0	1	2	1	0	1	0	1
0	0	0	0	1	1	2	0	2	4	2	1	2	1	1	0	2	5	4	2	1	1	2	0	0
0	0	0	0	0	0	3	0	3	1	2	2	2	3	4	1	2	2	3	2	0	2	1	1	1
1	0	0	0	0	0	2	2	1	1	1	3	2	0	4	1	3	0	3	1	0	0	0	0	0

AM Peak 0830 - 0930 (10), AM PHF=0.63 PM Peak 1415 - 1515 (13), PM PHF=0.81

*** Wednesday, August 31, 2005 - Total=99, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**1**	**3**	**7**	**4**	**3**	**3**	**6**	**5**	**5**	**3**	**2**	**6**	**5**	**6**	**18**	**5**	**9**	**2**	**3**	**1**	
1	0	0	0	0	2	0	1	2	1	0	2	2	0	1	1	2	0	9	1	1	1	1	0	-
0	0	0	0	1	1	0	1	0	1	2	1	1	1	0	5	0	3	2	2	3	1	1	0	-
1	0	0	0	0	0	5	1	0	0	2	1	0	1	0	0	2	1	7	1	0	0	1	1	-
0	0	0	0	0	0	2	1	1	1	2	1	2	1	1	0	1	2	0	1	5	0	0	0	-

AM Peak 0630 - 0730 (9), AM PHF=0.45

Traffic Data Service
Vehicle Counts

VehicleCount-2044 -- English (enu)

Datasets:

Site:	**[5S] SB JILL AVE: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=101, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	1	2	3	3	6	3	1	5	5	5	8	9	12	8	10	10	5	2	1	1	
0	0	0	0	0	1	0	1	0	0	0	1	0	2	1	5	1	4	3	3	1	0	0	1	1
0	0	0	0	0	1	2	1	3	0	1	3	3	0	3	1	3	1	3	5	3	1	1	0	2
1	0	0	0	0	0	0	0	2	1	0	0	0	2	3	1	3	0	3	2	0	1	0	0	0
0	0	0	0	1	0	1	1	1	2	0	1	2	1	1	2	5	3	1	0	1	0	0	0	0

AM Peak 0745 - 0845 (8), AM PHF=0.50 PM Peak 1615 - 1715 (16), PM PHF=0.75

*** Wednesday, August 31, 2005 - Total=112, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	2	1	2	4	6	2	0	4	5	10	6	5	5	3	15	14	9	7	4	4	1	
1	0	0	0	0	1	0	1	0	0	0	1	2	2	1	0	1	2	4	2	2	2	0	0	
2	0	0	1	0	1	0	3	2	0	1	1	2	3	2	4	0	4	5	2	3	1	0	1	-
0	0	0	0	1	0	0	1	0	0	1	1	2	1	1	0	0	1	4	2	1	1	0	0	-
0	0	0	1	0	0	4	1	0	0	2	2	4	0	1	1	2	8	1	3	1	0	4	0	-

AM Peak 0645 - 0745 (9), AM PHF=0.56

Traffic Data Service
Vehicle Counts

VehicleCount-2047 -- English (enu)

Datasets:

Site:	**[6N] NB CRESTVIEW DR: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=88, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**2**	**0**	**3**	**4**	**8**	**6**	**5**	**6**	**2**	**8**	**2**	**11**	**5**	**8**	**10**	**2**	**3**	**0**	**1**	**2**	
0	0	0	0	0	0	1	0	0	2	1	3	1	0	0	2	2	2	3	2	1	0	0	1	0
0	0	0	0	0	0	0	0	5	1	1	1	0	4	0	5	1	2	0	0	1	0	1	1	0
0	0	0	0	1	0	1	2	2	1	0	1	0	1	2	1	1	3	2	0	0	0	0	0	0
0	0	0	0	1	0	1	2	1	2	3	1	1	3	0	3	1	1	5	0	1	0	0	0	0

AM Peak 0815 - 0915 (10), AM PHF=0.50 PM Peak 1600 - 1600 (11), PM PHF=0.55

*** Wednesday, August 31, 2005 - Total=68, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**9**	**5**	**5**	**4**	**5**	**2**	**6**	**3**	**2**	**6**	**6**	**3**	**1**	**4**	**0**	**0**	
0	0	0	0	0	1	0	2	3	1	0	1	1	0	3	1	1	3	0	1	1	0	0	0	-
0	0	0	0	0	0	0	0	3	2	2	1	0	0	1	1	1	0	2	0	0	1	0	0	-
0	0	0	0	0	0	1	1	1	1	2	2	2	1	1	1	0	1	2	1	0	3	0	0	-
0	0	0	0	0	0	0	2	2	1	1	0	2	1	1	0	0	2	2	1	0	0	0	0	-

AM Peak 0730 - 0830 (9), AM PHF=0.75

Traffic Data Service
Vehicle Counts

VehicleCount-2046 -- English (enu)

Datasets:

Site:	**[6S] SB CRESTVIEW DR: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=82, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**8**	**8**	**6**	**2**	**1**	**5**	**5**	**6**	**4**	**8**	**7**	**6**	**2**	**1**	**2**	**0**	
0	0	0	0	0	0	0	1	3	3	3	0	0	0	0	2	1	1	2	2	0	1	0	0	0
0	0	0	0	0	0	0	2	2	3	1	1	0	2	1	2	2	3	4	0	1	0	1	0	0
1	0	0	0	1	0	0	3	1	2	1	1	0	3	2	2	1	0	0	1	0	0	1	0	1
2	0	0	0	1	0	0	3	0	0	1	0	1	0	2	0	0	4	1	2	1	0	0	0	0

AM Peak 0715 - 0815 (11), AM PHF=0.92 PM Peak 1730 - 1830 (10), PM PHF=0.63

*** Wednesday, August 31, 2005 - Total=98, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**0**	**1**	**2**	**9**	**8**	**6**	**4**	**5**	**5**	**10**	**5**	**6**	**7**	**9**	**7**	**7**	**4**	**1**	**3**	**0**	
0	0	0	0	0	1	0	2	4	1	0	0	0	2	0	1	0	1	3	3	1	1	0	0	-
0	0	0	0	0	0	0	0	3	2	3	1	3	1	2	3	2	3	2	3	1	0	2	0	-
1	0	0	0	0	0	2	3	1	3	0	1	1	4	0	1	2	4	1	0	1	0	1	0	-
0	0	0	0	0	0	0	4	0	0	1	1	1	3	3	1	3	1	1	1	1	0	0	0	-

AM Peak 0730 - 0830 (14), AM PHF=0.88

Traffic Data Service
Vehicle Counts

VehicleCount-2049 -- English (enu)

Datasets:

Site:	**[7N] NB PINEVIEW DR: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=105, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	0	0	2	6	8	9	1	6	0	7	5	5	13	9	7	7	7	2	2	0	
0	0	0	0	0	0	1	1	2	1	1	3	1	1	0	3	1	2	2	2	3	0	1	0	1
0	0	0	0	0	0	0	2	1	2	0	1	3	1	2	2	6	4	1	2	0	2	0	0	0
0	1	0	0	0	0	0	1	2	3	0	1	0	5	3	0	3	1	4	2	2	0	1	0	0
0	0	0	0	0	0	1	2	3	3	0	1	4	0	0	0	3	2	0	1	2	0	0	0	0

AM Peak 0845 - 0945 (9), AM PHF=0.75 PM Peak 1615 - 1715 (14), PM PHF=0.58

*** Wednesday, August 31, 2005 - Total=110, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	0	0	1	5	6	6	7	8	3	7	9	10	8	5	15	6	6	5	1	2	1	
1	0	0	0	0	0	1	2	1	2	2	0	1	1	2	2	0	2	3	1	2	1	0	0	-
0	0	0	0	0	0	0	2	1	3	1	0	3	2	2	3	1	5	2	3	1	0	0	0	-
0	0	0	0	0	0	2	1	2	2	3	3	1	3	2	2	2	3	0	1	1	0	2	0	-
0	0	0	0	0	1	2	1	2	1	2	0	2	3	4	1	2	3	1	1	1	0	0	1	-

AM Peak 0630 - 0730 (8), AM PHF=1.00

Traffic Data Service
Vehicle Counts

VehicleCount-2048 -- English (enu)

Datasets:

Site:	**[7S] SB PINEVIEW DR: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=101, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**6**	**5**	**5**	**3**	**7**	**7**	**10**	**7**	**13**	**11**	**8**	**7**	**2**	**0**	**2**	
0	0	0	0	0	0	0	0	3	0	2	2	0	4	2	1	0	2	1	3	2	0	0	2	1
0	2	0	0	0	0	0	1	0	**2**	2	0	1	0	2	3	2	2	**5**	3	1	2	0	0	0
0	0	0	0	0	0	0	1	1	**1**	0	2	2	2	1	5	2	**7**	2	2	1	0	0	0	0
0	0	0	0	0	0	0	0	0	**3**	1	1	0	1	2	1	3	**2**	3	0	3	0	0	0	0

AM Peak 0915 - 1015 (8), AM PHF=0.67 PM Peak 1730 - 1830 (15), PM PHF=0.54

*** Wednesday, August 31, 2005 - Total=111, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**1**	**0**	**0**	**5**	**6**	**7**	**3**	**5**	**5**	**8**	**13**	**5**	**7**	**13**	**11**	**7**	**6**	**2**	**4**	**1**	
1	0	0	0	0	0	0	2	3	**2**	1	1	0	2	2	1	2	2	6	4	0	1	0	1	-
0	0	0	0	0	0	0	2	1	**1**	1	2	2	3	4	1	2	4	2	0	4	0	3	0	-
0	0	0	0	0	0	0	0	1	**2**	0	1	1	0	2	1	1	2	3	3	1	0	0	0	-
0	1	0	0	1	0	0	1	1	**2**	1	1	2	3	5	2	2	4	0	2	1	1	1	0	-

AM Peak 0900 - 1000 (7), AM PHF=0.88

Traffic Data Service
Vehicle Counts

VehicleCount-2051 -- English (enu)

Datasets:

Site:	**[8N] NB HENRY AVE: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=167, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**1**	**1**	**2**	**4**	**7**	**11**	**10**	**12**	**7**	**14**	**12**	**9**	**15**	**7**	**15**	**10**	**15**	**5**	**7**	**0**	**2**	
0	0	0	1	0	0	0	0	5	2	5	1	5	3	1	5	2	3	4	4	2	3	0	0	0
0	0	1	0	1	0	0	3	3	3	3	3	5	6	3	2	1	3	2	6	3	2	0	0	0
0	0	0	0	0	1	2	3	2	4	2	1	6	1	2	3	1	6	2	4	0	1	0	2	0
0	0	0	0	0	1	2	1	1	1	2	2	0	2	3	5	3	3	2	1	0	1	0	0	2

AM Peak 1145 - 1245 (16), AM PHF=0.67 PM Peak 1715 - 1815 (16), PM PHF=0.67

*** Wednesday, August 31, 2005 - Total=153, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**2**	**0**	**4**	**3**	**8**	**12**	**9**	**5**	**4**	**3**	**12**	**10**	**3**	**16**	**14**	**15**	**10**	**7**	**7**	**4**	**3**	
0	0	0	0	0	2	0	1	3	3	0	0	0	2	4	2	3	2	7	2	2	3	2	0	-
0	0	0	1	0	0	0	2	2	2	3	3	1	7	2	0	4	3	4	6	1	2	0	0	-
0	0	0	1	0	1	0	2	4	2	0	0	1	2	2	0	4	5	1	0	3	1	1	1	-
2	0	0	0	0	1	3	3	3	2	2	1	1	1	2	1	5	4	3	2	1	1	1	2	-

AM Peak 0745 - 0845 (12), AM PHF=0.75

Traffic Data Service
Vehicle Counts

VehicleCount-2050 – English (enu)

Datasets:

Site:	**[8S] SB HENRY AVE: PRUNERIDGE TO FOREST**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=158, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**2**	**1**	**1**	**0**	**10**	**6**	**6**	**4**	**9**	**9**	**10**	**7**	**8**	**13**	**15**	**25**	**10**	**2**	**10**	**1**	**1**	
0	0	0	1	0	0	0	2	3	1	0	1	3	3	2	2	3	5	6	8	0	2	0	1	0
0	0	0	0	0	0	0	5	0	0	0	3	3	2	2	1	2	1	6	6	0	1	0	0	0
0	0	0	0	0	1	0	1	1	4	3	1	1	1	1	3	4	5	8	2	2	1	0	0	0
0	0	0	1	1	0	0	2	2	1	1	4	2	4	2	2	4	4	5	2	0	6	1	0	0

AM Peak 0715 - 0815 (11), AM PHF=0.55 PM Peak 1815 - 1915 (27), PM PHF=0.84

*** Wednesday, August 31, 2005 - Total=163, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**3**	**1**	**2**	**1**	**9**	**9**	**7**	**11**	**10**	**6**	**8**	**17**	**11**	**4**	**16**	**13**	**11**	**11**	**5**	**4**	**4**	
0	0	0	0	1	0	0	0	3	1	0	1	1	1	4	4	0	2	4	4	4	2	3	1	-
0	0	0	0	0	1	0	2	3	2	3	1	0	2	7	5	2	3	4	4	2	0	1	0	-
0	0	0	2	0	1	0	3	2	2	3	5	2	1	5	1	1	6	1	1	3	2	0	3	-
0	0	0	1	0	0	1	4	1	2	5	3	3	4	1	1	1	3	4	2	2	1	0	0	-

AM Peak 0730 - 0830 (13), AM PHF=0.81

Traffic Data Service
Vehicle Counts

VehicleCount-2053 -- English (enu)

Datasets:

Site:	**[9N] NB HENRY AVE: DORCICH TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=353, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**1**	**1**	**0**	**0**	**1**	**2**	**11**	**19**	**18**	**14**	**26**	**29**	**29**	**21**	**27**	**24**	**29**	**27**	**30**	**16**	**15**	**5**	**4**	
0	1	0	0	0	0	0	3	5	6	4	8	7	7	5	4	4	6	10	6	3	4	1	2	0
0	0	1	0	0	0	0	1	5	4	5	4	7	6	7	5	1	6	3	8	8	4	1	1	0
3	0	0	0	0	0	1	4	3	2	5	5	5	10	4	7	9	11	7	8	3	5	2	1	0
1	0	0	0	0	1	1	3	6	6	0	9	10	6	5	11	10	6	7	8	3	2	1	0	2

AM Peak 1130 - 1230 (28), AM PHF=0.78 PM Peak 1245 - 1345 (33), PM PHF=0.82

*** Wednesday, August 31, 2005 - Total=327, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**1**	**1**	**0**	**4**	**14**	**19**	**15**	**13**	**16**	**26**	**30**	**31**	**19**	**27**	**31**	**33**	**18**	**12**	**9**	**5**	**2**	
0	0	0	0	0	0	1	1	4	2	3	4	2	9	9	0	5	10	11	5	4	3	2	0	-
0	0	0	0	0	0	0	2	2	4	6	3	9	6	8	4	7	6	7	5	3	2	0	1	-
0	0	0	1	1	0	2	5	6	4	2	5	6	9	6	8	8	3	7	4	4	3	2	0	-
2	0	0	0	0	0	1	6	7	5	2	4	9	6	8	6	7	12	8	4	2	1	1	1	-

AM Peak 1145 - 1245 (21), AM PHF=0.58

Traffic Data Service
Vehicle Counts

VehicleCount-2052 -- English (enu)

Datasets:

Site:	**[9S] SB HENRY AVE: DORCICH TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=411, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**0**	**1**	**2**	**1**	**2**	**6**	**16**	**22**	**20**	**20**	**30**	**28**	**29**	**37**	**25**	**31**	**35**	**39**	**23**	**16**	**16**	**7**	**2**	
1	0	0	1	0	0	2	3	5	8	6	9	5	9	10	2	7	6	7	7	5	4	3	2	1
0	0	0	0	0	0	1	3	5	3	5	8	**10**	6	7	8	7	11	**11**	7	1	2	2	0	0
1	0	0	0	0	1	0	5	7	5	8	6	8	7	12	8	7	7	**11**	5	5	3	1	0	0
1	0	1	1	1	1	3	5	5	4	1	8	5	7	8	7	10	**11**	10	4	5	7	2	0	0

AM Peak 1145 - 1245 (31), AM PHF=0.78 PM Peak 1745 - 1845 (40), PM PHF=0.91

*** Wednesday, August 31, 2005 - Total=418, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**3**	**0**	**3**	**4**	**23**	**15**	**20**	**30**	**32**	**28**	**29**	**36**	**31**	**39**	**29**	**34**	**20**	**12**	**18**	**5**	**5**	
1	0	0	0	0	0	2	5	6	2	5	6	5	4	10	7	8	9	13	5	4	6	1	0	-
0	1	0	0	0	1	1	3	6	7	5	8	3	8	8	11	5	5	8	3	1	2	1	2	-
0	0	0	2	0	1	1	6	1	6	7	8	9	7	11	6	11	10	9	6	4	3	2	2	-
0	0	0	1	0	1	0	9	2	5	**13**	10	11	10	7	7	15	5	4	6	3	7	1	1	-

AM Peak 1045 - 1145 (35), AM PHF=0.67

Traffic Data Service
Vehicle Counts

VehicleCount-2054 -- English (enu)

Datasets:

Site:	**[10W] WB DORCICH ST: HENRY TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=342, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**1**	**4**	**6**	**13**	**22**	**17**	**24**	**21**	**33**	**31**	**31**	**26**	**32**	**32**	**17**	**11**	**13**	**5**	**1**	
1	0	0	0	0	0	0	2	3	4	**5**	7	2	12	6	5	6	**6**	8	10	3	2	2	1	1
0	0	0	0	0	1	1	1	2	3	**4**	8	7	10	5	9	5	**11**	9	5	1	4	2	0	0
1	0	0	0	0	0	0	2	4	**6**	4	4	7	6	12	11	4	**8**	8	1	2	3	0	0	0
0	0	0	0	0	0	3	1	4	**9**	4	5	5	5	8	6	**11**	7	7	1	5	4	1	0	0

AM Peak 0930 - 1030 (24), AM PHF=0.67 PM Peak 1645 - 1745 (36), PM PHF=0.82

*** Wednesday, August 31, 2005 - Total=328, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**1**	**1**	**2**	**8**	**7**	**21**	**20**	**26**	**17**	**23**	**29**	**27**	**31**	**35**	**28**	**15**	**15**	**15**	**4**	**2**	
1	0	0	0	0	0	0	4	3	2	4	**5**	4	4	12	9	6	11	7	4	4	4	1	0	-
0	0	0	0	0	0	0	1	3	6	6	**5**	4	5	6	7	2	9	9	5	2	1	1	1	-
0	0	0	0	0	1	0	2	0	5	3	**6**	5	7	5	4	10	8	6	4	3	5	2	0	-
0	0	0	0	1	0	2	1	1	8	7	**10**	4	7	6	7	13	7	6	2	6	5	0	1	-

AM Peak 1100 - 1200 (26), AM PHF=0.65

Traffic Data Service
Vehicle Counts

VehicleCount-2055 -- English (enu)

Datasets:

Site:	**[10E] EB DORCICH ST: HENRY TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=217, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**13**	**20**	**11**	**17**	**16**	**17**	**19**	**18**	**19**	**16**	**15**	**16**	**7**	**2**	**1**	**0**	
0	1	0	0	0	0	0	1	4	**5**	2	7	5	4	**9**	1	4	4	3	8	5	1	0	0	0
0	0	0	0	0	0	2	1	5	**5**	1	1	4	3	**4**	4	2	2	4	4	2	0	0	0	0
2	0	0	0	0	0	0	1	4	7	6	5	3	**5**	3	8	6	5	3	2	0	0	1	0	0
0	0	0	0	0	0	1	1	0	3	2	4	4	**5**	3	5	7	5	5	2	0	1	0	0	0

AM Peak 0900 - 1000 (20), AM PHF=0.71 PM Peak 1330 - 1430 (23), PM PHF=0.64

*** Wednesday, August 31, 2005 - Total=233, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**0**	**1**	**3**	**8**	**11**	**19**	**11**	**18**	**22**	**22**	**21**	**12**	**16**	**20**	**26**	**9**	**11**	**0**	**3**	**0**	
0	0	0	0	0	0	0	1	4	3	3	1	2	9	8	1	6	5	9	1	4	0	2	0	-
0	0	0	0	0	0	1	2	3	4	3	3	**5**	3	6	3	2	4	5	6	2	0	1	0	-
0	0	0	0	0	0	1	3	3	3	4	6	7	4	6	4	3	2	6	2	3	0	0	0	-
0	0	0	0	0	1	1	2	1	9	1	**6**	8	6	1	4	5	9	6	0	2	0	0	0	-

AM Peak 1145 - 1245 (20), AM PHF=0.71

Traffic Data Service
Vehicle Counts

VehicleCount-2056 -- English (enu)

Datasets:

Site:	**[11W] WB CECIL AVE: HENRY TO DORCICH**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=166, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**1**	**0**	**1**	**2**	**3**	**8**	**2**	**6**	**15**	**16**	**10**	**14**	**15**	**16**	**14**	**10**	**11**	**12**	**7**	**3**	**0**	
0	0	0	0	0	0	0	0	3	1	1	4	**4**	3	2	**1**	**9**	6	2	4	4	1	0	0	0
0	0	0	1	0	0	1	1	3	1	0	3	**4**	3	4	**8**	3	2	4	2	3	3	1	0	0
0	0	0	0	0	1	1	1	1	0	2	4	2	2	6	**2**	3	1	1	3	1	1	0	0	0
0	0	0	0	0	0	0	1	1	0	3	**4**	6	2	2	**4**	1	5	3	2	4	2	2	0	0

AM Peak 1130 - 1230 (16), AM PHF=1.00 PM Peak 1515 - 1615 (23), PM PHF=0.64

*** Wednesday, August 31, 2005 - Total=167, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**1**	**0**	**0**	**2**	**1**	**4**	**6**	**6**	**12**	**13**	**16**	**8**	**20**	**13**	**16**	**19**	**8**	**12**	**4**	**2**	**2**	**1**	
0	0	0	0	0	0	0	1	2	0	3	1	**4**	5	4	3	5	4	1	5	2	0	1	1	-
0	0	0	0	0	0	1	2	2	0	4	2	**3**	1	7	3	5	5	5	4	1	1	1	0	-
0	1	0	0	0	0	0	1	2	6	2	5	**7**	1	6	4	2	6	2	1	1	1	0	0	-
0	0	1	0	0	2	0	0	0	0	3	5	2	1	3	3	4	4	0	2	0	0	0	0	-

AM Peak 1145 - 1245 (19), AM PHF=0.68

Traffic Data Service
Vehicle Counts

VehicleCount-2057 -- English (enu)

Datasets:

Site:	**[11E] EB CECIL AVE: HENRY TO DORCICH**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=300, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**1**	**0**	**1**	**0**	**3**	**5**	**15**	**14**	**14**	**25**	**29**	**26**	**26**	**21**	**35**	**22**	**15**	**17**	**10**	**7**	**5**	**1**	
0	0	1	0	0	0	0	0	8	3	5	3	7	9	8	6	19	10	3	4	8	3	1	0	0
0	0	0	0	1	0	0	0	1	4	0	4	6	5	5	4	7	6	4	7	2	3	1	1	0
0	0	0	0	0	0	1	3	3	1	3	8	5	5	7	3	5	2	4	3	5	1	2	0	0
0	0	0	0	0	0	2	2	3	6	6	10	11	7	6	8	4	4	4	3	3	0	1	0	0

AM Peak 1130 - 1230 (31), AM PHF=0.78 PM Peak 1545 - 1645 (39), PM PHF=0.61

*** Wednesday, August 31, 2005 - Total=321, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**0**	**0**	**0**	**1**	**1**	**0**	**6**	**12**	**15**	**17**	**23**	**27**	**16**	**25**	**24**	**32**	**36**	**30**	**17**	**8**	**12**	**7**	**2**	
0	0	0	0	0	0	0	0	4	5	7	3	6	6	5	9	5	12	11	6	4	5	4	1	-
0	0	0	0	0	0	0	1	6	2	1	3	5	3	6	8	15	9	9	3	0	5	0	1	-
0	0	0	0	0	0	0	0	0	5	3	6	10	2	8	7	6	10	6	1	0	1	2	0	-
0	0	0	0	1	1	0	5	2	3	6	11	6	5	6	10	6	5	4	7	4	1	1	0	-

AM Peak 1145 - 1245 (32), AM PHF=0.73

Traffic Data Service
Vehicle Counts

VehicleCount-2059 -- English (enu)

Datasets:

Site:	**[12N] NB CYPRESS AVE: FOREST TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=850, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**4**	**0**	**1**	**2**	**5**	**18**	**54**	**55**	**44**	**37**	**40**	**60**	**58**	**58**	**51**	**51**	**76**	**68**	**56**	**39**	**29**	**20**	**18**	
1	0	0	0	0	2	1	11	12	**18**	8	10	16	14	9	10	15	**19**	17	12	9	6	7	5	1
2	2	0	0	0	2	3	8	8	**10**	9	9	13	22	11	13	7	**23**	20	15	9	5	3	3	1
1	2	0	0	1	1	7	16	**19**	7	9	13	22	10	18	18	17	**18**	15	15	8	13	8	5	2
2	0	0	1	1	0	7	19	**16**	9	11	8	9	12	20	10	12	**16**	16	14	13	5	4	5	0

AM Peak 0630 - 0930 (63), AM PHF=0.83 PM Peak 1700 - 1800 (76), PM PHF=0.83

*** Wednesday, August 31, 2005 - Total=873, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**2**	**1**	**2**	**4**	**17**	**48**	**70**	**48**	**44**	**53**	**45**	**45**	**67**	**62**	**62**	**73**	**64**	**61**	**46**	**22**	**20**	**9**	
1	0	0	0	0	0	1	5	**23**	12	11	14	11	10	16	15	16	19	17	17	9	11	4	4	-
1	2	2	0	0	3	3	16	**18**	18	12	12	8	19	15	16	9	17	17	17	8	3	7	3	-
2	1	0	0	1	0	6	12	**20**	10	11	14	12	11	18	18	22	19	11	13	16	4	6	1	-
0	1	0	1	1	1	7	15	9	9	10	13	14	5	18	13	15	18	19	14	13	4	3	1	-

AM Peak 0745 - 0845 (76), AM PHF=0.83

Traffic Data Service
Vehicle Counts

VehicleCount-2058 -- English (enu)

Datasets:

Site:	**[12S] SB CYPRESS AVE: FOREST TO CECIL**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 30, 2005 - Total=1177, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**1**	**0**	**6**	**6**	**19**	**81**	**75**	**61**	**65**	**65**	**84**	**79**	**77**	**64**	**89**	**123**	**115**	**65**	**45**	**24**	**22**	**9**	
0	0	1	0	0	0	1	17	**21**	15	14	18	13	25	19	17	13	25	**33**	19	11	7	6	2	3
1	0	0	0	1	1	5	15	17	12	18	16	19	20	22	16	19	**32**	29	24	13	5	4	3	1
0	0	0	0	1	2	5	20	**22**	16	12	15	27	15	16	20	32	**32**	22	15	9	6	5	4	0
0	1	0	0	4	3	8	**29**	15	18	21	16	25	19	20	11	25	**34**	31	7	12	6	7	0	1

AM Peak 0745 - 0845 (89), AM PHF=0.77 PM Peak 1715 - 1815 (131), PM PHF=0.96

*** Wednesday, August 31, 2005 - Total=1173, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	**2**	**4**	**1**	**3**	**6**	**21**	**75**	**89**	**66**	**56**	**77**	**78**	**65**	**77**	**62**	**80**	**107**	**105**	**75**	**42**	**36**	**30**	**11**	
3	0	1	0	0	0	7	12	**26**	17	14	17	23	14	18	17	12	27	33	17	13	4	8	6	-
1	0	3	0	0	1	2	20	**19**	19	11	13	17	18	23	18	24	28	25	18	6	14	8	3	-
0	1	0	0	1	1	5	18	**21**	18	15	21	16	21	21	10	21	22	20	19	13	6	6	3	-
1	1	0	1	2	4	19	**25**	23	12	16	26	22	12	15	17	23	30	27	21	10	12	8	0	-

AM Peak 0745 - 0845 (91), AM PHF=0.88